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PRINCIPAL CONTENTS.

Union Pacific Railroad.....	41
St. Louis and her Railroads.....	41
Intercolonial Railway.....	42
New York, New Haven and Hartford Railroad.....	42
Water as Fuel.....	43
Imports of Dry Goods.....	44
Fourth Avenue Improvement.....	44
Public Debt Statement.....	44
Portland and Ogdensburg Railroad.....	45
Commerce of New York.....	45
Railroad Earnings.....	46
City Passenger Railroad Share & Bond Lists.....	47
Federal and State Securities.....	49
Dividend and Interest Tables.....	48, 50
Railroad Share List.....	58
Stock Exchange and Money Market.....	65
Commerce of Baltimore.....	67
Journal of Railroad Law.....	68
Finances of Massachusetts.....	68
Finances of Maine.....	69

American Railroad Journal.

New York, Saturday, January 11, 1873.

Union Pacific Railroad.

The Government directors of the Union Pacific Railroad, in their report just made, express the opinion that probably no equal number of consecutive miles of railroad in the United States can be found in a better condition. The still more important declaration is made that the directors do not doubt the capacity of the road to equal to all just demands upon it, including the Government lien; but to effect this with certainty several changes are deemed necessary, the principal of which is the removal of all executive supervision over the immediate workings of the line from the present distant points in the East to the line itself. The report fixes the date of the completion of the road at June 30, 1870, since which, by the terms of the charter, five per cent. of the net earnings of the road are now due the Government. The net earnings for two years, ending June 30, 1872, were \$6,585,211, five per cent. of which would be \$329,270. The company argue that to obtain the net earnings upon which the Government claim should be calculated, the entire interest account should be deducted, and the directors admit that there is some force in the argument so far as the interest on the first mortgage bonds is

concerned. The interest on the bonds, counting gold at twelve per cent., has been \$3,660,652, which, if deducted, will still leave \$2,925,863, upon which the Government is entitled to five per cent., or \$146,273. The directors do not see how the claim can properly be reduced below the latter sum. The report also states that the directors have made repeated but always ineffectual efforts to induce the company to break up the contract with the Wyoming Coal Company.

To Investors.

To those who wish to REINVEST JANUARY COUPONS OR DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seventy-Three Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8½ currency—yielding an income more than one-third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post-Office address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington,
Financial Agents N. P. R. R. Co.

The Denver, Georgetown and Utah Railroad Company have raised all the money to build their road from Denver to Georgetown. Contracts for the grading and ties will be let on the 10th inst., and the road completed to Georgetown before next October.

St. Louis and her Railroads.

There are now twenty distinct railroads centering here, with trains starting every day from this city over 4,308 miles of road, and, connections over which through cars are run from this city, over not less than 21,000 miles. Of the twenty roads, several are combined in their management, and are, financially speaking, but branches one of the other; thus the St. Louis, Kansas City and Northern, has three distinct routes under one management, the Northern to Ottumwa, the Western to Kansas City, and the Central, now being pushed toward Omaha. So the Missouri Pacific and Atlantic and Pacific, though united in management, afford the commercial facilities of two distinct roads, as do the Vandalia and the Illinois Central, which runs through cars into the city over the same track, and the Chicago and Alton and its Jacksonville branch. Two of the roads have not yet complete a line into this city, but reach it as yet over other roads, though all of them run trains from the city direct, except the Quincy, Alton and St. Louis, which is only completed as far as Louisiana. The twenty roads centering here are managed by seventeen different corporations, though the Iron Mountain and Cairo and Fulton are substantially the same, and the Atlantic and Pacific and the Missouri Pacific are controlled by the same interest.

Several roads are projected, with more or less prospects of completion, such as the St. Louis and Cairo, the St. Louis and Keokuk, and the St. Louis and Fort Scott.

Five years ago, predicting that St. Louis would speedily become the great railroad city of the Continent, we seemed over-enthusiastic. To-day, St. Louis is the great railroad center of North America. By five distinct lines to New York the shortest 1,064 miles, three to St. Paul, of which the shortest is 559 miles, two to San Francisco, the shortest being 2,378 miles, two to Dennison 622 miles, and soon to be completed to Galveston, 922 miles; one to Little Rock, 343 miles, soon to be completed to Laredo; two to New Orleans, the shortest 692 miles, and two to Mobile, the shortest 638 miles, and one to Charleston, South Carolina, 915, with connections to all other southern ports, our merchant are enabled to communicate with all parts of the country, with advantages for exchanging the products of all such as no other city possesses or can secure. We approach the year 1872 with prospects brighter than ever before. There is needed only that hearty public spirit, which grants without grudging all reasonable encouragement to these enterprises, to make St. Louis, within three years to come, as unrivaled in its railroad facilities, as it is by nature in position and lines of communication by water.—St. Louis Dispatch.

Wooden Railroads.

We learn that there are now over a hundred miles of wooden railroads in operation in the vicinity of Quebec. The gauge is four feet eight and a half inches. The running time is about sixteen miles an hour, but trains have been run at the rate of thirty-five miles per hour. The rails are made of maple, 4x7 inches, set up edgewise, and notched into cross-ties four inches deep, and held by two wedges down in the notch on the outside of the rails. The ties are eight inches thick, and laid twenty inches apart. The cars have four wheels, and some of the engines weigh thirty tons. In frosty weather the driving-wheels have less adhesion than on metal rails, but no considerable difficulty is experienced from this cause. The rails will last from two to four years, according to the quality of the timber and the amount of traffic. The cost of such roads is from four to seven thousand dollars per mile. They seem to be very well adapted for light traffic, and as soon as the business of such lines may require it metal rails may be substituted for wood without any change in the equipment.

Intercolonial Railway.

Mr. Potter, Chairman of the Grand Trunk Railway Company, last summer traversed the entire length of the Intercolonial. He gave in his speech at the Grand Trunk meeting, a general description of the country through which the Intercolonial runs, and spoke in the highest terms of the work done upon it. We extract the following passage from his speech:—

The Intercolonial hugs the southern shore of the Bay of Chaleurs for a distance of sixty miles through a thickly populated country, where the population is partly French, partly Scotch, and partly English. At Campbelltown, the last port at the head of the Bay of Chaleurs the Intercolonial enters the valley of Restigouche, a magnificent supalpine valley with scenery. I think, equal to anything that exists in Europe. It follows the valley of Restigouche until it reaches the Metapedia Valley. Passing through a wild magnificent region, it approaches the St. Lawrence at Little Metis. Now, I cannot doubt, gentlemen, that along the coast of the Bay of Chaleurs and through the valley of the Restigouche and the Metapedia, and along the shores of St. Lawrence, there will be a very large summer pleasure traffic. I doubt, myself, whether those regions are, likely to be inhabited by a large population so long as there are richer and more fertile lands in the West to be obtained, where the climate is more favorable to agriculture; and I think, like the Highlands of Scotland, the whole of that district from Bathurst along the Bay of Chaleurs and through the magnificent valleys of the Restigouche and of the Metapedia, that country will become the pleasure and recreation ground of the Western States of America to an extent which it is difficult for us at this moment to realize. The whole coast teems with fish. I do not believe the present population of that coast either consume or produce much except fish that will feed a railway. From Little Metis—where the river approaches the St. Lawrence—to our terminus at River du Loup, a distance of about a hundred miles, the district is very similar to the district occupied by us between Quebec and the River du Loup, thickly inhabited by the narrow line of French Canadians who occupy, and have occupied that river for the last hundred years. The southern shores of the St. Lawrence, like the Bay of Chaleurs, are becoming, and will become much more than they are now, the resort of the people during during the sweltering heat of summer, of the great cities of the Mississippi Valley. A large number of small hotels and accommodation places are springing up. I have no doubt myself that in the summer season the traffic of the Intercolonial along the River du Loup and along the southern shore of the St. Lawrence to Bathurst,

will be a fairly remunerative traffic. The problem of working such a railway in the winter remains yet to be solved. So much, gentlemen, for the Intercolonial. It has been admirably constructed; the machinery and the works are of the most solid description. Imperfect engineering—which has characterized the Grand Trunk Railway—has been carefully avoided, and the line is in all respects equal to the very best line, I think, that has been constructed in this country; and inasmuch as cheap construction in those climates means dear maintenance and dear working, I have no doubt that the construction of the Intercolonial Railway, and the "steeling" of the whole line from the one end to the other, will conduce considerably to the economical working of the line in future years.

New York, New Haven and Hartford R. R.

The directors of the New York, New Haven and Hartford Railroad Company respectfully submit the following report of the business and condition of the company for the fiscal year, terminating September 30th, 1872:

Income:	
From transportation of passengers.....	\$2,803,144 81
From transportation of freight.....	1,445,952 00
From transportation of mails and express.....	185,640 25
From other sources.....	48,816 82
	\$4,483,553 88

Expenses:	
Repairs of road and re-	
newals.....	\$474,362 14
Repairs of bridges.....	22,920 56
Repairs of buildings...	106,972 77
Repairs of fences.....	6,011 58
Repairs of engines.....	200,513 36
Repairs of passenger and	
baggage cars.....	164,995 58
Repairs of freight cars..	97,525 74
Repairs of tools and ma-	
chinery.....	16,402 78
Coal and wood for en-	
gines.....	244,590 47
Oil.....	25,786 36
Waste.....	8,358 12
General expenses.....	107,624 41
Wages and incidentals	
chargeable to passen-	
ger department.....	433,494 64
Wages and incidentals	
chargeable to freight	
department.....	358,814 99
Switchmen and Signal-	
men.....	73,725 40
Damages and gratuities	
.....	32,722 22
Insurance and telegraph	
expenses.....	10,461 62
	2,385,282 74

Balance.....	\$2,098,271 14
Deducting, taxes.....	\$229,717 19
Deducting interest.....	98,744 58
	328,461 77

\$1,769,809 37

The receipts on the Shore Line Division for the year ending September 30th, 1872, have been—

From transportation of passengers..	\$294,550 75
From transportation of freight.....	71,816 79
From transportation of mails.....	7,566 96
From transportation of express, &c.,	13,412 47

Total income.....	\$387,346 97
Expenses operating divis-	
ion.....	\$313,018 20
Paid rent.....	100,000 00
	413,018 20

Deficit for year..... \$25,671 23

On the 3d day of August, 1870, the New York and New Haven Railroad Company, and the Hartford and New Haven Railroad Company, entered into a perpetual agreement by which all the rail-

ways and properties of both corporations, except all monies, claims and demands which should thereafter become due on account of subscriptions to the capital stock of either corporation, became a joint estate, and were brought under the control and management of a joint board of managers. Under this agreement, the net earnings of the two roads, after the payment of all expenses, liabilities and interest, were to be divided between the two corporations in the proportion of fifty-seven per cent. to the former company and forty-three per cent. to the latter company. It was also provided in said agreement that as soon as the necessary legislative authority could be obtained, the two corporations should be merged and consolidated into one company, and that all apportionments of capital stock under such consolidation should be made on the basis of fifty-seven per cent. to the New York and New Haven Railroad Company and forty-three per cent. to the Hartford and New Haven Railroad Company.

On the 6th day of August, 1872, under and pursuant to Acts of the Legislatures of the States of Connecticut and Massachusetts, authorizing the same to be done, the Hartford and New Haven Railroad Company was merged into and consolidated with the New York and New Haven Railroad Company, and the name of the latter company changed to that of the New York, New Haven and Hartford Railroad Company.

By the Acts of the Legislatures of Connecticut and Massachusetts, the capital stock of the consolidated corporation was limited to the aggregate of the capital stocks of the two corporations. This amounted to \$15,500,000; the capital stock of the New York and New Haven Railroad Company being \$9,000,000, and that of the Hartford and New Haven Railroad \$6,500,000. It was necessary, under the partnership agreement of August 3d, 1870, that in consolidating the two corporations the \$15,500,000, of the capital stock of the consolidated company should be divided between the two companies in the proportion of fifty-seven and forty-three as above stated. It will be seen that under this division, the stockholders of the New York and New Haven Railroad Company would have received less and the stockholders of the Hartford and New Haven Railroad Company more than one share of the new stock for each share of their own stock. To obviate this difficulty it was arranged that the stockholders of each of the two companies should receive one share of the stock of the consolidated company for each share of stock held by them, and that any further interest in the consolidated stock which the stockholders of the Hartford and New Haven Railroad Company were entitled to, should be paid for in cash by the consolidated company. The Hartford and New Haven Railroad Company also owned two thousand shares of their own capital stock which was not embraced in the property conveyed under the partnership agreement of August 3d, 1870, but which properly belonged to the stockholders of said company. This stock was purchased by the consolidated company at its then market value. The sum paid for this stock, and the sum paid the Hartford and New Haven Railroad for the purpose of equalizing the values of the properties of the two companies and adjusting the division of the capital of the consolidated company amounted, in the aggregate, to \$650,790, or \$10 33-100 on each share of the capital stock of the Hartford and New Haven Railroad Company. The two thousand shares of the capital stock of the Hartford and New Haven Railroad Company have been converted into the stock of the consolidated company and are now held by the latter as an asset.

Although the capital stocks of the two companies were not consolidated until the 6th day of August last, yet as both railroads were, prior to that time, operated under the partnership agreement of August 3d, 1870, the accounts of receipts and expenses of the fiscal year ending September 30th, 1872, are given the same as through the consolidation has existed during the entire year. The balance sheet accompanying this report gives the financial condition of the company on the 1st

of October, 1872, after the payment to the stockholders of the Hartford and New Haven Railroad Company of the sum of \$10 33-100 on each share of their stock for the purpose of equalization, &c., as hereinbefore indicated.

The New York, New Haven and Hartford Railroad Company now own a double-track Railroad extending from the junction of the Harlem Railroad, near Williams' Bridge, to the City of Springfield, a distance of about one hundred and twenty-four miles, with a branch to Middletown of ten miles, a branch to New Britain of two and a half miles, a branch to Suffield of three and a half miles, and a branch to the freight grounds on the Connecticut River at Hartford of three quarters of a mile.

About eight-tenths of the entire main line between the Harlem Railroad and the city of Springfield is now laid with steel rails. The balance of the main line will probably be laid with steel during the season of 1873. Contracts for steel rails sufficient for that purpose were made before the late advances in the price.

The company has also a perpetual lease of the Shore Line Railroad, extending from New Haven to New London, a distance of fifty miles, at an annual rent of \$100,000.

The running equipment of the New York, New Haven and Hartford Railroad company consists of 84 locomotives, 129 passenger, 1,010 freight, 41 baggage, and 251 gravel and other cars.

During the year ending October 1st, 1872, the number of miles of trains run and the number of passengers and tons of freight carried (not including the Shore Line Division) were as follows: Miles run by passenger trains, 983,147; miles run by freight trains, 481,763; miles run by other trains 235,981—total, 1,700,891. No. of passengers carried, 3,925,765; No. of passengers carried one mile, 124,919,238; No. of tons of freight carried, 892,579; No. of tons of freight carried one mile, 38,662,529.

Since the 1st of October this company has perfected its arrangements with the New York and Harlem Railroad Company for the use in common with that company and the New York Central and Hudson River Railroad Company of the new passenger depot and grounds at and near Forty-second street, in the City of New York, and are now running their passenger trains to and from that point. The haulage of our passenger cars by horse power is now avoided, and with the facilities of quick transit by steam between the new depot and City Hall Park, which we have every reason to believe will be secured within the next two years, it is safe to assume that the passenger business of the road will be very materially increased. The entire road, including the Shore Line, has been operated during the past year without loss of life or limb to any passenger while on the trains. The road, cars and engines are in excellent condition, and the company is provided with shops, ground and machinery ample to keep them in good repair, and if necessary to construct new cars and engines.

Considerable outlay, however, will be necessary to provide more convenient accommodation for the passenger business at New Haven, Mamaronck, New Rochelle, Mount Vernon and other points, and for the freighting business in the city of New York. These improvements will be carried on with all reasonable dispatch.

CONDENSED BALANCE SHEET, OCTOBER 1, 1872.

Cost of railroad	\$12,161,233 00
Equipment: engines and cars.....	1,840,972 00
Real estate	700,240 97
New York, New Haven and Hartford Railroad Stock held by Co. (2,000 shares).....	200,000 00
Materials and supplies on hand...	622,859 35
Materials and supplies Shore Line Division	142,452 67
Due from agents and connecting roads	201,914 10
*Cash on hand, cash assets, loans, &c	3,026,761 30
	\$18,896,433 39

Capital Stock: 155,000 shares	\$15,500,000 00
Bonds, past due	\$2,000
" due 1873	580,000
" " 1875	1,059,500

Coupon interest & dividends unpaid	1,641,500 00
Accounts payable: pay roll and balances due connecting roads..	73,339 47
Credit balance, Shore Line Division	278,221 21
Profit and loss	25,780 40
	1,377,592 31

* This includes cash installments of \$3,000,000 paid in by the stockholders of the New York and New Haven Railroad Co. and Hartford and New Haven Railroad Co. on the 1st of July last, and which, on consolidation, became the property of the consolidated company.

The officers of the corporation are as follows:

President.—WM. D. BISHOP.

Vice President.—WM. P. BURRALL.

Directors.—WM. D. Bishop, Bridgeport, Conn.; Wm. P. Burrall, Hartford, Conn.; Wilson G. Hunt, C. Vanderbilt, Geo. B. Carhart, New York; Chester W. Chapin, Springfield, Mass.; Horace F. Clark, A. R. Van Nest, New York; Henry C. Robinson, Hartford; E. H. Trowbridge, E. C. Read, New Haven, Conn.; Nathaniel Wheeler, Bridgeport; C. M. Pond, Hartford.

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Gen'l. Supt.—EDWARD M. REED.

Water as Fuel.

The San Francisco *Alta* says that a large number of citizens recently visited, by invitation, the brass foundry on Fremont street for the purpose of witnessing some experiments with a new fuel recently invented. They were shown into that portion of the establishment occupied by the furnaces, and in one corner found a brick furnace some eight feet long and six feet high. On the top of this was an iron tank holding about ten gallons, which was filled with crude petroleum. From this tank a pipe about an inch and a-half in diameter led into the side of the furnace. A small jet of oil, not larger than a small goose quill, was permitted to flow out of this tube; a light is placed beneath this jet, and it immediately ignites. Another pipe, about an inch in diameter, leads from a steam boiler stationed some fifteen feet away. This pipe leads a small jet of steam upon the burning oil, and the moment the steam strikes the oil the oxygen in the water is set free and ignites with a tremendous roar, generating in a very few moments a most intense white heat.

From this small source the entire chamber of the furnace, which is some two feet by five feet, is filled with a flame so brilliant and dazzling that one cannot gaze on it for more than a moment at a time. This flame possesses all the heat of an oxyhydrogen flame, and beneath its fierce power the hardest metals melt in a few moments. The inventor of the apparatus by which the elements of heat, which nature so generously provides, can be utilized is a very modest man, saying that he did not want to bring his discovery before the public until he had fully demonstrated that it would do all he claimed for it. He says that the cost of furnaces will be only a nominal sum; that they will be within the reach of every one who owns a quartz ledge, while the amount of oil consumed in twenty-four hours will not exceed ten gallons at a cost of \$2.

The doctor has every confidence in his discovery, and declares his ability to furnish fuel for a voyage of one of the Panama steamers to and from Panama for the insignificant sum of two hundred dollars, while the entire quantity will weigh not to exceed twenty-five tons. He further says that at an expense of five dollars per day, he can run furnaces that will smelt one ton of ore every thirty minutes. If only one-half of what is claimed can be accomplished, the discovery will prove of

incalculable advantage to the mining interests of the Pacific Coast, and will create a revolution in steam travel throughout the world.

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FOR PRIVATE AND SHORT LINES.

The undersigned is now prepared to supply the improved and superior

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manufactured under the patent of Mr. J. E. SELDEN. This instrument has already been extensively introduced, and has given complete satisfaction to all who have adopted and used it. It is SIMPLE, RELIABLE, and not liable to get out of order; can be operated by any person of ordinary intelligence after a few minutes' instruction and practice.

PRIVATE LINES.

constructed in the best and most substantial manner, and on reasonable terms.

Favorable arrangements will be made with line constructors, telegraph employes, &c., for the introduction of the Printer.

For further particulars, terms, &c., apply to

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No. 50 BROAD STREET, (Rooms 12, 13, 14.)

P. O. BOX 6806,

NEW YORK

The following parties have this instrument in use, viz:

J. C. Hoe & Co., 10 Liberty Place, New York.
Arnold, Constable & Co., Broadway cor. 19th street, New York.
Enoch Morgan's Sons, 20 Park Place, New York.
Garner & Co., cor. Worth and Church sts, New York.
Thomson & Clark, 9 South William street, New York.
Moore, Jenkins & Co., cor. W. Broadway and Franklin street, New York.
P. Dater & Co., 112 Wall street, New York.
Liverpool and London and Globe Ins. Co., Broadway cor. Park Place, New York.
Aetna Insurance Co., Broadway cor. Cortlandt street, New York.
New York Gas Light Co., 157 and 159 Hester street, New York.
Daniel W. Richards & Co., 178 Pearl street, New York.
Wm. D. Andrews & Brother, 414 Water st., New York.
Howard & Morse, 45 Fulton street, New York.
John J. McCrum, cor. Elm & Walker streets, New York.
James L. Libby, 50 Centre street, New York.
Newman & Capron, cor. B'way & 38th street, New York.
American St. Boat Co., Providence, R. I.
Willard Asylum for Insane, Ovid, Seneca Co., N. Y.
Lake Erie Iron Co., Cleveland, Ohio.
Swifts Iron and Steel Works, Cincinnati, Ohio.
Phillips & Jordan, Cincinnati, Ohio.
A. H. Andrews & Co., cor. State and Monroe streets, Chicago, Ill.
Charlottesville Woolen Mills, Charlottesville, Virginia.

The First Premium (A Silver Medal) was awarded this instrument at the Cincinnati Industrial Exposition for 1872, as being the "Best Telegraphic Instrument for private use."

Cairo and Fulton Railroad.

A correspondent of the St. Louis Times, writing from Blomfield, Mo., thus speaks of the Cairo and Fulton Railroad:

The Arkansas branch of the Cairo and Fulton Railroad is completed beyond Poplar Bluff, the county seat of Butler Co., a distance of probably fifty miles, and is being pushed forward rapidly to White river, thence to the Arkansas. Working parties from Little Rock are engaged in the work of construction, and have made a like progress to the latter from the southern end. The trunk line starting from Greenfield Landing, opposite Cairo, is now built to Charleston, the county seat of Mississippi county, a thriving city of probably 1,200 inhabitants, making a junction at Poplar Bluff with the Arkansas branch of the Iron Mountain and St. Louis division.

The completion of the Sabula, Ackley and Dakota Division of the Milwaukee and St. Paul Railway to Marion, Iowa, was celebrated on the 19th ult.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of December, were:

ENTERED FOR CONSUMPTION.		
	1871.	1872.
Manufactures of wool....	\$798,213	\$882,584
" cotton....	655,067	663,712
" silk....	772,886	711,387
" flax....	591,730	528,955
Miscellaneous dry goods..	604,905	417,371
Total entered for consump.	\$3,422,301	\$3,203,959

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool....	\$419,346	\$535,494
" cotton....	137,565	211,772
" silk....	208,405	224,105
" flax....	220,041	326,675
Miscellaneous dry goods..	78,280	79,623
Total withdrawn from warehouse	\$1,063,637	\$1,377,659
Add entered for consump.	3,422,301	3,203,959

Tot. thrown on the market.	\$4,485,938	\$4,581,618
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ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	\$871,211	\$832,221
" cotton....	498,168	536,418
" silk....	454,250	480,453
" flax....	617,967	403,121
Miscellaneous dry goods..	155,692	140,264
Total entered for wareh'g.	\$2,597,288	\$2,372,477
Add entered for consump.	3,422,301	3,203,959

Total entered at the port.	\$6,019,589	\$5,576,436
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The imports of foreign dry goods at New York for each month of the years 1871 and 1872, were as follows:

	1871.	1872.
January.....	\$8,442,025	\$12,967,922
February.....	14,548,882	17,559,528
March.....	18,129,012	17,917,463
April.....	11,062,469	11,231,677
May.....	9,662,228	9,821,272
June.....	5,951,772	5,721,641
July.....	10,247,622	10,657,923
August.....	19,632,708	21,055,838
September.....	12,194,996	11,519,654
October.....	8,611,975	7,152,365
November.....	7,977,509	5,649,893
December.....	6,019,589	5,576,436

Total.....\$182,480,777 \$136,831,612

The following will show the relative proportion of the different classes of fabrics:

	1871.	1872.
Manufactures of wool..	\$40,916,424	\$42,794,336
" cotton.....	25,593,564	28,345,694
" silk.....	86,222,588	85,094,096
" flax.....	17,477,987	19,058,811
Miscellaneous dry goods.	12,360,214	11,511,675

Total, as above.....\$182,480,777 \$136,831,612

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

	1871.	1872.
January.....	\$5,688,440	\$8,151,308
February.....	10,983,545	13,222,511
March.....	14,400,775	13,730,875
April.....	8,893,459	7,993,045
May.....	7,259,242	5,956,678
June.....	3,858,500	2,641,816
July.....	6,882,173	3,631,988
August.....	14,648,416	13,172,942
September.....	9,587,291	7,575,162
October.....	6,138,461	4,537,155
November.....	5,510,864	3,561,540
December.....	3,422,301	3,203,959

Total.....\$97,268,467 \$87,878,979

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1871.	1872.
January.....	\$2,758,585	\$4,816,614
February.....	3,565,337	4,337,017
March.....	3,728,237	4,186,588
April.....	2,169,000	3,238,632
May.....	2,402,986	3,864,594
June.....	2,093,272	3,079,825
July.....	3,865,449	7,025,935
August.....	4,984,292	7,882,896
September.....	2,607,705	3,944,492
October.....	2,473,514	2,615,210
November.....	2,466,645	2,088,353
December.....	2,597,288	2,372,477

Total.....\$35,212,310 \$49,452,633

The value of foreign dry goods withdrawn from warehouse at the port of New York, is as follows:

	1871.	1872.
January.....	\$2,449,570	\$3,746,688
February.....	3,461,564	4,669,132
March.....	4,316,636	4,869,621
April.....	2,397,530	2,999,688
May.....	1,894,828	2,432,527
June.....	1,144,408	1,177,210
July.....	2,175,810	1,454,534
August.....	4,949,858	10,679,771
September.....	3,444,374	6,061,532
October.....	1,854,735	3,063,010
November.....	1,904,108	2,420,515
December.....	1,063,637	1,377,659

Total.....\$31,057,058 \$44,951,887

The total imports of foreign dry goods at New York from 1849, compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849.....	\$44,435,571	1861.....	\$43,636,689
1850.....	60,106,375	1862.....	56,121,227
1851.....	62,846,731	1863.....	67,274,547
1852.....	61,654,144	1864.....	71,589,752
1853.....	93,704,211	1865.....	91,965,138
1854.....	80,842,936	1866.....	126,222,855
1855.....	64,974,062	1867.....	86,263,643
1856.....	93,362,893	1868.....	80,905,834
1857.....	90,534,129	1869.....	94,726,417
1858.....	60,154,509	1870.....	109,498,523
1859.....	113,152,624	1871.....	132,480,777
1860.....	103,927,100	1872.....	136,831,612

All the above figures represent only the foreign gold cost of these goods, freight and duty not included.

Fourth Avenue Improvements.

The residents of Harlem and Westchester county, who live far enough from the city to have none of its advantages and all the country's inconvenience, will doubtless be glad to learn that the Fourth Avenue Improvement is being rapidly pushed forward, and, if the contractors fulfill their proposals, rapid transit will be a living reality in about three years. The tracks have been removed (from 116th street to Harlem River) to the east side of the avenue, so that the work of excavating the bed for the new road would not interfere with the running of the trains.

The contract of changing the level of the road from Seventy-ninth street to Harlem, has been awarded to Messrs. Dillon, Clyde & Co., the builders of the Union Pacific road, and Messrs. Fairchild & Ward are at present arching the road on Forty-fifth, Forty-sixth, Forty-seventh, Forty-eighth and Forty-ninth streets. On these streets the present level is to remain unaltered and the streets are to be thrown over it by means of bridges. The approaches to these bridges are of solid masonry, and the bridges are to be of iron. Mr. Tracy, one of the engineers, estimates that the work will be finished in about two months. Owing to the severe frost but little has

been done. At the upper end of the road excavations have been begun at 120th street and 128th street, but the ground has been so hard as to render digging next to impossible, and the rain and thaw of last Friday has made small mud ponds of the excavations that had been made.

In Yorkville the work has been rapidly progressing for the past month. Shafts have been sunk at Ninety-first and Ninety-third streets and two small tunnels are being constructed on either side of the old one. The drilling is done by steam drills and the contractors hope to have completed the tunnels in about eight months.

As none of the proposals which were submitted for the improvements of the avenue between Forty-ninth and Seventy-ninth streets were satisfactory to the Board of Engineers they have re-advertised the work, and proposals for the same will be opened at their office, Grand Central depot, on Monday, January 13, at half-past one P. M.

Statement of the Public Debt of the United States January 1, 1873.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$20,000,000 00	\$500,000 00
6 per cent. 1881 bonds, 1861..	18,415,000 00	552,450 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	23,350 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	5,679,610 50
6 per cent. 5-20 bonds, 1862..	267,289,400 00	2,672,894 00
6 per cent. 1881 bonds, 1863..	75,000,000 00	2,250,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	3,242,788 33
6 per cent. 5-20 bonds, 1864..	2,298,000 00	22,980 00
6 per cent. 5-20 bonds, 1864..	68,974,650 00	689,746 50
6 per cent. 5-20 bonds, 1865..	166,186,150 00	1,561,861 50
6 per cent. consols, 1865.....	209,142,200 00	6,274,266 00
6 per cent. consols, 1867.....	315,874,000 00	9,476,220 00
6 per cent. consols, 1868.....	38,633,400 00	1,159,152 00
5 per cent. funded loan of 1861	200,000,000 00	1,666,666 67

Aggregate of debt bearing coin interest.....	\$1,756,651,450 00	\$35,777,015 50
Interest due and unpaid.....		4,263,277 15

DEBT BEARING INTEREST IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest.
3 per cent. certificates, 1867-68	\$2,780,000 00	\$45,172 92
3 per cent. navy pension fund, 1863.....	14,000,000 00	210,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	9,040 00

Aggregate of debt bearing interest in lawful money....	\$17,453,000 00	\$264,212 92
Interest due and unpaid.....		80 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,950 00	172 00
6 per cent. bounty land scrip, 1847.....	3,900 00	238 97
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	1,280,250 00	108,248 67
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 78
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.	950 00	67 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per cent. treasury notes, 1861.	3,150 00	875 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,450 00	1,481 01
5 per cent. 1 year notes, 1863.	93,795 00	4,701 85
5 per cent. 2 year notes, 1863.	62,350 00	4,474 10
6 per cent. compound interest notes, 1863-64.....	532,920 00	105,922 47
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	303,900 00	27,338 71
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 30
3 per cent. certificates called.	1,365,000 00	6,159 47

Aggregate of debt on which interest has ceased since maturity.....	\$4,084,220 26	\$354,999 74
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DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Interest due and unpaid.
Demand notes, 1861-62.....	\$84,387 50	
Legal tender notes, 1862-63..	358,557,907 00	
Certificates of deposit.....	25,370,000 00	
Fractional currency, 1862-3-4.	45,722,061 62	
Coin certificates, 1863.....	23,263,000 00	
Unclaimed interest.....		16,604 84

Aggregate of debt bearing no interest.....	\$452,997,356 12	\$16,604 84
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RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,342,084.150 00	
Bonds at 5 per cent.....	414,567,300 00	
	\$1,756,651,450 00	\$40,040,292 65
Debt bearing interest in law- ful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	2,780,000 00	
	\$17,458,000 00	264,272 92
Debt on which interest has ceased since maturity.....	4,084,220 26	345,990 74
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	358,642,294 50	
Certificates of deposit.....	25,370,000 00	
Fractional currency.....	45,722,061 62	
Coin Certificates.....	23,263,000 00	
	\$452,997,356 12	
Unclaimed interest.....		16,604 84
	\$2,231,191,026 38	\$40,667,161 15
Total debt, principal and interest, to date, including interest due and unpaid.....		\$2,271,858,187 53
AMOUNT IN TREASURY.		
Coin.....	\$74,350,275 74	
Currency.....	9,876,573 67	
Special deposit held for redemption of cer- tificates of deposit as provided by law...	25,370,000 00	
	\$109,605,849 41	
Debt, less amount in Treasury, Jan. 1, 1873. \$2,162,252,338 12		
Debt, less amount in Treasury, on the 1st ult. 2,160,568,080 32		
Decrease of debt (interest account) during the past month.....	\$1,634,307 80	
Decrease of debt since March 1, 1872.....	63,561,159 86	
Decrease from March 1, '69 to March 1, '72.	209,649,762 03	

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,590 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	48,849 60
Totals.....	\$64,623,512 00	\$1,938,705 36

Interest paid by United States, \$16,570,875 54; interest repaid by transportation of mails, &c., \$4,006,092 35; balance of interest paid by United States, \$12,564,573 19.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Dec. 31, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

Portland and Ogdensburg Railroad.

The Portland correspondent of the Boston Journal sends to that paper the following information in reference to the progress of this important enterprise:

The Portland and Ogdensburg road, in spite of all obstacles, has made excellent progress, and now runs to North Conway, sixty miles from this city. This road has obtained a line through the Notch quite as favorable as its projectors ever expected. The road from North Conway to Upper Bartlett, 12 miles, (about half way from North Conway to the Notch,) is being graded. The work on the next section to the old Mt. Crawford House, six miles, will soon be under way, 12 miles of which has been sub-let to Mr. C. C. Courtney of this city, who was associated with Messrs. Wilson, Tennant & Co., contractors, as cashier on the line from this city. These 18 miles will probably be completed and ready for business next summer. The section from Mt. Crawford House to the Crawford House, beyond the Notch nine miles, has been located. The heavy work at the gate of the Notch has been sub-let to Mr. H. J. Beeman of New York. Some work will be done on this section, but not much, till spring opens. The section from the Crawford House (beyond the Notch,) to the Twin Mountain House, nine miles, has been located, and work thereon will be commenced early in the spring. The rest of the line to the Connecticut river will be located next

spring, although some preliminary work on it will be done before then.

The grade through the gate of the Notch is only 52 feet to the mile, and seven out of the nine miles in that section having a uniform grade of 116 feet, while the maximum grade upon the remaining two miles is but 93 feet, and those southeasterly between this side of the Notch and Upper Bartlett. The average grade of eleven miles on the Baltimore and Ohio road is about the same as the seven above alluded to, and the success of that road and its grades is an established fact. The average grade of the nine miles from the Crawford House to the Twin Mountain House is but 80 feet to the mile.

Chief Engineer J. F. Anderson has charge of the whole work. The Engineer of the North Conway to the Notch division is Mr. Thomas E. Beverly; Assistants Major S. C. Farrington, George E. Raymond and others. Crawford House to Twin Mountain House, Mr. S. L. Stephenson; Assistant, E. M. Le Prohon and Charles Harlow.

Commerce of New York.

The foreign imports at New York for the month of November, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.....	\$13,123,708	\$10,395,475
Do. for warehousing....	9,371,091	7,679,647
Free goods.....	1,609,142	5,574,918
Specie and bullion.....	33,779	155,482

Total entered at port....	\$24,137,720	\$23,805,522
Withdrawn fr. wareh'gse	9,005,491	8,374,885

The foreign imports at New York for the eleven months from January 1, were:

	1871.	1872.
Entered for consumpt'n.....	\$195,843,997	\$185,030,376
Do. for warehousing....	131,039,797	164,116,364
Free goods.....	26,493,931	50,441,530
Specie and bullion.....	6,226,407	5,420,911

Total entered at port....	\$359,404,132	\$405,003,181
Withdrawn fr. wareh'gse	118,492,610	147,987,704

The duties received at New York for the eleven months from January 1, were:

	1871.	1872.
Six months.....	\$73,692,107 93	\$73,822,709 76
In July.....	11,934,957 33	7,251,160 35
In August.....	16,932,839 65	19,335,156 81
In September....	15,733,891 86	13,274,126 81
In October.....	12,066,671 28	10,655,390 80
In November.....	9,365,044 55	7,274,100 46

Eleven months... \$139,725,512 60 \$131,612,644 99

The exports from New York to foreign ports in the month of November, were:

	1871.	1872.
Domestic produce.....	\$18,603,795	\$22,462,482
Foreign free goods.....	64,464	180,202
Do. dutiable.....	564,328	982,532
Specie and bullion.....	2,124,539	4,863,953

Total exports.....	\$21,357,126	\$28,489,169
Do. exclusive of specie.	19,232,587	23,625,216

The exports from New York to foreign ports for eleven months from January 1, were:

	1871.	1872.
Domestic produce.....	\$206,774,248	\$204,939,336
Foreign free goods.....	1,076,418	1,436,205
Do. dutiable.....	7,043,587	9,042,436
Specie and bullion.....	61,831,354	67,975,466

Total exports.....	\$276,725,607	\$283,393,443
Do. exclusive of specie.	214,894,253	215,417,977

The Harlem Extension Railroad, rolling stock, real estate and buildings, running from Chatham Four Corners to Bennington, Vt., will be sold on the 25th of January, in the village of Greenbush, to the highest bidder, in default of the payment of interest on \$2,000,000 bonds, amounting to \$500,000.

THE INDIANA

AND

ILLINOIS CENTRAL

RAILWAY COMPANY'S

First Mortgage 7 per cent.

GOLD BONDS.

AN EAST AND WEST AIR LINE OF 152 MILES FROM INDIANAPOLIS, INDIANA, TO DECATUR, ILLINOIS, two of the largest railway centres in the West.

The WESTERN DIVISION (85 miles) of this important line, opening, for the first time, direct Western communication with the

BLOCK COAL FIELDS

of Indiana, will be completed and ready for business with an ample first-class freight and passenger equipment by FEBRUARY, 1873.

It traverses a populous and a highly cultivated district now without railway connections, and it is assured a profitable business from the start, in coal and farm products.

A large part of the cost of construction has been, and will in the end be, paid in cash by the stockholders and people on the line.

Bonds \$1,000 each, payable in 30 years, principal and interest in GOLD, FREE OF GOVERNMENT TAX.

Sinking Fund 2½ per cent. of gross earnings.

Whole issue \$3,600,000, of which those now selling are on COMPLETED ROAD.

For sale at 90 and accrued interest, by the Financial Agents of the Company (of whom pamphlets and information may be obtained).

Walker, Andrews & CO.,

No. 14 WALL ST., NEW YORK.

Debts of Massachusetts Cities.

The Boston Daily Advertiser has compiled from the addresses of the Mayors the following statement of the debts of fourteen Massachusetts cities at the close of the past and preceding years:

	Debt, 1871.	Debt, 1872.
Boston.....	\$29,383,390 72	\$33,739,459 03
Cambridge.....	1,007,610 18	1,222,443 69
Charlestown.....	2,552,663 30	2,665,767 34
Chelsea.....	975,700 00	1,262,700 00
Fall River.....	552,883 23	901,717 00
Fitchburg.....		400,000 00
Haverhill.....	254,243 75	300,043 96
Lawrence.....	413,822 88	429,808 25
Lowell.....	999,216 37	1,718,124 63
Lynn.....	1,476,000 00	1,844,000 00
New Bedford.....		995,080 00
Newburyport.....	410,300 00	473,700 00
Somerville.....	593,349 00	678,354 00
Springfield.....	382,768 20	470,261 95
Taunton.....	383,650 00	361,879 16
Worcester.....	2,456,788 72	2,687,910 55

Total, 14 cities... \$41,797,386 15 \$48,656,159 56

At a meeting of the directors of the Suncook Valley Extension Railroad corporation recently held at Manchester, N. H., Samuel Ball of Manchester was chosen president. Arrangements were made for a survey of the proposed road from Pittsfield to Alton. It is determined by the managers of the corporation to begin the building of the road early in the spring and to push the enterprise to a speedy completion.

A company has been organized in Dutchess Co., N. Y., to construct a three-foot gauge railway from the iron mines to tide-water at Low Point, three miles above Fishkill Landing.

RAILROAD EARNINGS—MONTHLY

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.	38,169	51,821	60,029	51,156	95,828	121,702	174,512	181,297	200,560	212,109	128,166	75,871	1,470,658
1868.	64,403	96,937	81,396	96,481	106,835	164,729	259,690	251,832	262,770	293,422	286,562	342,748	2,900,767
1869.	212,094	218,982	291,308	486,048	568,270	556,080	532,667	511,884	609,788	679,642	535,396	487,659	5,670,882
1870.	413,104	394,176	488,322	638,758	708,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.	636,499	485,490	644,447	720,927	892,841	795,176	969,297	1,006,873	998,222	981,006	897,234	672,358	9,467,072
1872.	634,480	545,487	603,606	851,200	1,221,625	1,222,140	1,170,295	1,285,297	1,332,220	1,375,425	1,299,904	.....	.....
Chicago and Alton:	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,260	357,956	307,919	236,824	3,940,092
1866.	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	290,223	323,030	271,247	3,996,158
1867.	243,787	187,832	235,961	282,166	335,510	342,358	354,244	415,982	408,969	426,752	359,102	330,169	3,922,861
1868.	276,117	276,140	267,094	279,121	303,342	384,504	404,012	558,101	486,190	603,746	409,669	361,701	4,508,643
1869.	348,182	315,099	388,727	328,590	345,833	402,854	501,045	493,232	506,623	608,212	397,515	304,851	5,881,563
1870.	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	5,449,460
1871.	553,235	342,369	344,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	456,607	377,687	5,278,910
1872.	372,316	329,170	375,021	381,044	440,457	435,192	482,987	572,331	496,062	543,518	454,916	.....	.....
Chicago and Northwestern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1864.	273,876	317,539	390,355	421,363	466,830	568,145	480,710	519,306	679,605	729,769	716,378	563,400	6,114,566
1865.	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	982,683	754,671	547,842	7,976,490
1866.	623,566	399,917	523,845	587,619	858,948	925,983	808,524	797,475	1,000,000	1,200,216	1,010,892	712,369	9,299,430
1867.	696,147	574,664	766,398	774,290	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.	724,890	807,473	865,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,607,479	1,670,667	1,107,084	1,001,987	13,381,471
1869.	892,093	850,287	1,142,160	1,112,190	1,268,444	1,251,951	1,157,055	1,037,974	1,305,673	1,371,780	1,140,145	846,708	13,355,467
1870.	760,025	763,782	865,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,388	1,037,964	775,494	12,203,403
1871.	655,428	602,482	774,994	767,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,818	1,006,235	852,422	11,095,277
1872.	714,566	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,001	2,918,342
1868.	204,112	180,840	239,622	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,956
1869.	203,069	226,897	244,182	246,046	260,169	274,021	249,356	319,012	317,887	339,239	319,573	284,156	3,273,719
1870.	270,204	273,751	315,149	295,400	291,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,766,343
1871.	327,638	318,626	354,766	360,960	378,393	.....	.....	404,286	.....	428,598	386,914	.....	.....
1872.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1864.	571,536	528,972	616,665	616,608	600,573	617,082	578,403	747,469	739,736	641,689	643,887	518,085	7,181,208
1865.	603,053	596,266	605,465	611,605	569,250	567,679	680,626	578,263	571,348	661,971	588,219	604,066	6,546,741
1866.	647,120	524,871	417,071	440,271	477,027	616,493	525,242	709,327	735,530	823,901	727,810	613,329	7,160,992
1867.	647,443	536,165	444,445	512,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	517,629	8,828,482
1868.	659,138	524,693	709,645	565,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,878,958
1869.	623,383	661,789	601,326	558,087	684,539	712,647	627,126	899,052	901,235	903,225	811,708	697,751	8,828,482
1870.	624,744	529,617	565,598	620,298	718,162	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1871.	642,466	527,068	672,175	647,985	636,373	641,410	616,680	768,266	760,967	803,746	681,332	.....	.....
1872.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:	90,411	85,447	84,351	81,181	96,358	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1866.	94,136	78,978	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1867.	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,566	121,519	125,065	119,169	121,408	1,294,095
1868.	95,517	91,666	103,568	109,526	111,033	118,648	114,496	129,388	140,473	132,669	131,019	109,629	1,390,822
1869.	90,177	95,775	101,379	106,246	110,213	111,117	111,127	118,407	132,995	163,531	144,023	141,376	1,418,869
1870.	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1871.	152,577	142,408	160,784	146,858	158,717	164,687	149,550	162,621	191,841	208,977	207,911	.....	.....
1872.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866.	282,439	265,796	337,158	343,737	365,196	335,085	324,988	359,646	429,161	493,640	424,604	308,669	4,280,115
1867.	304,096	283,661	375,210	362,733	333,962	284,977	313,021	308,993	464,778	506,296	412,934	330,373	4,371,073
1868.	343,316	304,315	328,890	415,768	369,236	325,501	321,013	392,942	456,973	511,820	410,820	399,671	4,509,261
1869.	384,120	320,636	386,627	411,514	402,646	366,623	329,960	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.	387,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,968
1871.	418,755	442,666	441,686	470,703	480,547	427,096	422,515	529,890	628,660	582,802	535,506	.....	.....
1872.	506,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	240,755	261,143	316,296	401,900	369,356	265,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608	
1867.	319,763	321,208	333,508	436,412	568,718	458,191	423,398	822,682	1,024,045	1,037,464	566,917	468,880	6,517,646
1868.	369,228	380,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,659	7,250,069
1869.	454,590	382,823	377,571	443,132	730,700	755,737	656,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1870.	396,760	327,431	400,149	453,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,696
1871.	400,985	387,525	426,192	474,183	580,432	594,901	458,348	565,729	811,991	950,945	702,838	.....	.....
1872.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:	210,829	260,468	309,261	260,444	224,903	228,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1864.	259,223	239,139	313,914	271,527	290,916	304,643	349,285	344,700	350,548	372,618	412,563	284,319	3,793,005
1865.	267,541	246,109	326,236	277,424	285,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1866.	242,793	219,065	279,647	284,729	282,939	240,135	254,633	322,521	365,371	379,367	336,066	272,063	3,459,319
1867.	231,973	231,351	265,905	262,149	204,620	217,082	194,455	287,557	307,122	363,329	274,637	233,861	2,904,041
1868.	190,366	216,080	221,459	214,409	218,639	223,236	192,384	275,220	292,803	328,044	298,027	254,896	2,915,543
1869.	196,787	218,234	253,066	270,934	246,266	249,987	211,219	300,971	318,957	365,187	316,054	250,471	3,188,137
1870.	245,982	258,554	384,599	243,650	222,263	189,241	211,352	238,989	326,379	336,991	.....	.....	.....
1871.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1872.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:	194,112	207,802	294,302	278,247	264,273	249,849	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1869.	202,447	280,560	293,221	263,328	260,449	263,328	260,449	243,195	353,677	341,373	321,459	236,108	3,438,390
1870.	219,504	319,765	275,351	284,732	275,351	287,540	329,270	364,125	369,887	385,103			

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '71	7.25	102	16	Albany	157,800	111,400	40,000		63,640	16,440	10	100	100	
Sept. 30, '71	1.04			Albany st. Freight (B'ton). Mass.	48,700	75,000		155	2,856	657		100	100	
Oct. 31, '71	7.25	12		Allentown	31,452	192,750			10,901	2,985		100	100	
Sept. 30, '71	11.83			Avenue C (N. Y. City) N. Y.	613,286	500,000	681,000	163,841	161,424	11,753		100	100	
Sept. 30, '71	22.00	440	55	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,775,049	900,000	694,000	11,282	302,965	69,420		100	100	
Sept. 30, '71	4.63			Boston and Chelsea	110,000	110,000			8,800	7,359	6.8	100	100	
Sept. 30, '71	1.25			Boston & West Roxbury. Mass.	56,133	41,000			2,500	2,348		100	100	
Sept. 30, '71	10.76	276	62	Brookway (Brooklyn)	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	
Sept. 30, '71	10.33	775	109	B'dway & 7th Av. (N.Y.C.) N.Y.	3,632,058	2,100,000	1,600,000	13,559	775,190	238,915	8	100	100	
Sept. 30, '71	7.00			Brooklyn, Bath & Coney L.N.Y.	212,379	180,000	80,000		41,166	8,501		100	100	
Sept. 30, '71	72.00	1479	297	Brooklyn City	2,082,804	1,500,000	300,000	123,000	1,330,241	298,274	12	100	100	
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown. N.Y.	636,730	400,000	200,000	8,829	164,737	34,200		100	100	
Sept. 30, '71	19.83			B'klyn. City, Hun. P. & P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,688		100	100	
Sept. 30, '71	15.20	201	59	Buffalo street	429,557	37,000	73,000	19,257	183,932	23,518		100	100	
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn)	324,012	302,000	52,000	2,018	81,514	8,092		100	100	
Sept. 30, '71	33.51			Cambridge (Boston)	740,904	740,000	150,000		69,091	69,091	13.5	100	100	
Sept. 30, '71	1.74	20	4	Central City (Syracuse)	29,006	21,130	6,000		19,524	7,475	20.0	100	100	
Sept. 30, '71	46.00	802	142	Cent. P. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153		100	100	
Oct. 31, '71	7.25	352	48	Citizens' (Phila.)	212,820	192,750			313,001	94,494	27.7	50	194	
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg)	249,895	184,000	50,000	7,700	107,771	60,997	22.0	50	46	
Sept. 30, '71	14.83	222	21	Coney Island (Brooklyn)	647,363	500,000	215,000	40,593	160,178	14,867		100	100	
Sept. 30, '71	10.36	834	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	937,943	1,000,000	700,000		698,241	179,551		100	100	
Sept. 30, '71	11.75	37	16	East New York & Jamaica N.Y.	259,668	175,800	82,700	1,632	28,554	5,490		100	100	
Oct. 31, '71	1.63	13	3	Easton and St. Easton	25,962	29,562			9,787	2,658	5	25	26	
Sept. 30, '71	18.00	877	169	Elmira Avenue (N.Y. City) N.Y.	1,500,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	
Oct. 31, '71	5.25			Elmira and Horseheads	43,000	22,500		3,200	(Not in opera.)			100	100	
Oct. 31, '71	2.20	20	6	Eric City	36,957	19,807	20,458		14,371	3,268		50	42	
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Phg.) Pa.	93,000	68,000	25,000		41,187	7,504		25	25	
Sept. 30, '71	2.70			Fifth Ward (Syracuse)	46,799	29,285	10,000	2,800	12,612	1,163		100	100	
Sept. 30, '71	9.63			42d st. & Gr'd st. (N.Y.C.) N.Y.	1,054,679	748,000	215,000		382,619	97,698	6.5	100	100	
Oct. 31, '71	17.04	366	52	Frankford & Southwark (Ph.) Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	58	
Sept. 30, '71	3.25	22	5	Genesee & Water st. (Syr.) N.Y.	69,226	42,500	12,700		13,924	2,226		100	100	
Oct. 31, '71	34.25	309	64	Germantown (Phila.)	562,270	307,546	350,000		363,586	88,100	19.5	50	30	
Oct. 31, '71	5.40	106	28	Girard College (Phila.)	177,497	170,000			217,573	55,592	17.6	50	17	
Sept. 30, '71	9.00	93	16	Gr'd St. & Newtown (B'k'n) N.Y.	304,532	170,000	90,000	20,000	94,496	7,771		100	100	
Sept. 30, '71	8.00			Gr'd St. Prop. Pk. & Flatbush N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100	
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.) Pa.	244,441	100,000	150,000		172,537	44,368	26.7	50	15	
Oct. 31, '71	2.14	11	3	Harrisburg City	60,249	41,995	12,864	1,240	6,489	667		25	25	
Sept. 30, '71	10.00	120	24	Harl. Br. Morr. & F'dham N.Y.	254,295	123,540	137,000		86,554	27,669		100	100	
Oct. 31, '71	20.40	362	61	Heat, Mant. & F'mount (Ph.) Pa.	388,016	299,424	133,100		310,958	106,646	13.5	50		
Sept. 30, '71	3.56	31	9	Kingston and Rondout	80,291	75,000			22,809	5,424	3.7	100	100	
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.) Pa.	170,181	106,000	62,500		95,990	28,513	11.9	25	104	
Sept. 30, '71	4.04	57	17	Lowell Horse	78,904	55,830	4,500		32,185	2,182		100	100	
Sept. 30, '71	11.62	238	35	Lynn and Boston	277,311	200,000	50,000	1,900	177,507	10,218		100	100	
Sept. 30, '71	3.60			Malden and Melrose (B'tn). Mass.	60,246	200,000						100	100	
Sept. 30, '71	1.07			Marginal Freight (Boston) Mass.	1,040,556	500,000	500,000	36,326	2,400	1,923		100	100	
Sept. 30, '71	3.46			Medford & Charlestown (B'tn). Mass.	34,000	21,000	4,000					100	100	
Sept. 30, '71	5.27	48	15	Merrimack Valley	63,000	50,000			32,282			100	100	
Sept. 30, '71	43.10	958	328	Metropolitan (Boston)	1,705,566	1,250,000	455,566		905,066	153,192	10	100	100	604
Sept. 30, '71	15.50	260	48	Middlesex (Boston)	657,639	400,000	184,500	101,291	222,408	42,125	3	100	100	81
Sept. 30, '71	1.75			Mohawk and Lion	15,000	15,000			7,573	3,847	10	100	100	
Sept. 30, '71	12.20	177	53	Ninth Avenue (N. Y. City) N. Y.	1,000,000	797,320	187,000		117,331	6,788		100	100	
Sept. 30, '71	3.20	14	4	Northampton & Wmberg Mass.	300,000	300,000		5,059	7,887	293		100	100	
Sept. 30, '71	8.00	52	17	North 2d St. & Middle V. N. Y.	154,343	133,000	15,350		41,951	5,981		100	100	
Sept. 30, '71	2.74	7		North Woburn (Boston)	82,000	20,800	8,000	2,006		1,920		100	100	
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Phg.) Pa.	121,805	130,000	67,000	5,275	49,098	708		50	50	
Dec. 31, '71	11.71	172	33	Orange and Newark	897,022	282,550	546,000	76,700	195,357	37,874		100	100	
Sept. 30, '71	14.40	102	27	Park Avenue (Brooklyn) N. Y.	281,263	118,500	188,000		30,051	898		100	100	
Dec. 31, '71	3.81			Passenger (Cin.)	100,000	100,000						100	100	
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)	138,250	125,500			33,703	6,601	2.5	100	100	
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.) Pa.	450,237	225,000	200,000	25,237	348,982	85,193	23.5	60	15	58
Oct. 31, '71	6.04			Philadelphia and Darby	257,000	200,000	67,000		(Leased)			40	20	10
Oct. 31, '71	12.87	145	26	Philadelphia & Gray's Ferry Pa.	299,127	290,175	6,500		120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Phg., Allegheny & Manchester Pa.	146,202	140,000	23,000		139,377	34,703	28.5	50	35	
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham	135,918	100,000	10,000	57,254	84,896	3,636		50	50	
Dec. 31, '71	6.88	92	16	Portland	160,300	160,300			45,007	12,809		100	100	
Sept. 30, '71	2.50			Poughkeepsie City	57,414	31,370	14,000	12,044	16,816	Loss.		100	100	
Oct. 31, '71	8.00	56	14	Ridge Av. & Manayunk (Ph.) Pa.	223,615	158,100	63,300	6,000	45,834	36,700	50	15		
Sept. 30, '71	10.00			Rochester and Brighton	94,153	60,000	20,000		67,140	17,102		100	100	
Sept. 30, '71	7.85	52	33	Salem	203,733	150,000								

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna.....100	\$3,067,800	J. & J.	Jan. '73 34	Long Island.....50	8,000,000	M. & S.	Sept. '71 3	Warren (N. J.).....100	\$1,800,000	J. & D.	Dec. '71 34
Allegheny Valley.....50	2,256,350	J. & J.	July '71 4	Louisv. Cin. and Lex.....50	1,623,483	J. & J.	July '09 3	Warwick Valley.....100	225,000	A. & O.	Apr. '72 24
Atlanta and West Point.....100	1,232,200	J. & J.	July '71 4	Louisville & Nashville.....100	8,980,600	F. & A.	July '72 44	West Jersey.....100	1,200,000	F. & A.	Aug. '72 4
Atlantic and Gulf.....100	3,691,200	J. & J.	July '71 34	Louisv. N. Alb. & Chi.....100	3,000,000	F. & A.	Feb. '73 3	Winchester & Potomac.....100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law.....100	821,664	M. & S.	Sept. '72 2	Lowell and Lawrence.....100	200,000	A. & O.	Dec. '72 3	Winchester & Strasburg.....100	600,000	J. & J.	July '72 34
Avon, Genesee & Mt. M.....100	2,494,900	M. & S.	Sept. '72 2	Lykens Valley.....20	600,000	F.M.A.N.	Oct. '72 3	Worcester and Nashua.....75	1,400,555	J. & J.	Jan. '73 34
Baltimore and Ohio.....100	1,500,000	A. & O.	Oct. '72 14	Macon and Western.....100	2,500,000	J. & J.	Nov. '72 24	HORSE-POWER R. R.			
Baltimore and Ohio.....100	1,500,000	A. & O.	Oct. '72 5	Maine Central.....100	3,400,500	J. & J.	Jan. '73 5	Albany City.....100	110,300	J. & J.	----- 24
Berkshire.....100	600,000	J. & J.	Jan. '73 11	Manchester and Lowell.....100	1,000,000	M. & N.	Nov. '72 5	Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Blossburg & Corning.....50	250,000	J. & J.	Dec. '72 24	Marietta & Cincinnati.....50	1,372,891	M. & S.	Sept. '66 3	Bleeker St. & Fy. (N.Y.).....100	900,000	J. & J.	----- 24
Boston and Albany.....100	19,684,100	M. & N.	Nov. '72 5	Massachusetts.....25	4,000,000	F. & A.	Aug. '72 3	Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Bos. Cin. & Fitchburg.....100	60,000	J. & D.	Dec. '72 3	Memphis & Charleston.....25	5,312,725	J. & D.	Jan. '69 3	Broadway (Brooklyn).....100	200,000	J. & J.	Jan. '73 3
Boston and Lowell.....100	2,215,000	J. & J.	Jan. '73 4	Michigan Central.....100	14,665,848	J. & J.	Jan. '73 4	Broadway & 7th Av. (N.Y.).....100	2,100,000	J. & D.	Jan. '70
Boston and Maine.....100	5,000,000	M. & N.	Nov. '72 5	Mill Creek & Minehill.....50	323,375	J. & J.	July '72 6	Brooklyn City & Newt.....100	1,500,000	F.M.A.N.	Nov. '72 3
Boston and Providence.....100	3,950,000	M. & N.	Nov. '72 5	Milwaukee and St. Paul.....100	11,822,878	J. & J.	Dec. '70 7	Brooklyn City & Newt.....100	600,000	J. & J.	July '70
Buffalo, N. Y. and Erie.....100	1,380,000	J. & J.	July '72 4	M. Hill & Schuyt Harv.....50	8,856,450	F. & A.	Aug. '72 34	Brooklyn and Jamaica.....100	488,100	J. & J.	----- 24
Burlington and Mo. Riv.....100	1,083,400	J. & J.	July '72 4	Morris and Essex.....50	11,822,878	J. & J.	Dec. '72 34	Bushwick (Brooklyn).....100	802,000	J. & J.	July '71 34
Camden and Amboy.....100	6,847,900	J. & J.	Jan. '73 24	Nashua and Lowell.....100	800,000	F. & A.	Nov. '72 5	Cambridge.....100	727,800	A. & O.	Oct. '72 4
Camden and Atlantic.....100	377,100	J. & J.	Oct. '72 34	Naugatuck.....100	1,864,400	F. & A.	Feb. '71 6	Cent. Park N. & K. Riv.....100	1,068,400	A. & O.	Oct. '67 24
Cape Cod.....50	915,577	J. & J.	Jan. '72 34	Nesquehoning Valley.....50	1,000,000	M. & S.	Sept. '72 5	Citizens' (Phila.).....50	600,000	J. & J.	Jan. '73 7
Cape May and Millville.....50	447,000	J. & J.	Dec. '72 3	Newark and N. York.....100	977,400	J. & J.	Nov. '72 5	Citizens' (Phg.).....50	200,000	M. & N.	Nov. '71 7
Catawba and Fogelsv.....50	428,900	Novemb.	Nov. '71 6	N. Bedford & Taunton.....100	500,000	M. & N.	Nov. '72 5	Coney Island & Brookl.....100	500,000	J. & J.	----- 24
Catawba.....50	1,169,500	J. & J.	May '72 24	N. Castle & Beaver Val.....50	1,800,000	J. & J.	Aug. '69 12	D. Dock E. B'dw. & Bat.....100	1,200,000	F.M.A.N.	Aug. '72 2
Cayuga and Susquehanna.....100	589,110	J. & J.	Jan. '73 5	N. Haven & Northamp.....100	600,000	J. & J.	Sept. '73 3	Eight Avenue (N.Y.).....100	1,000,000	J. & J.	Oct. '71 3
Cedar Rapids & Mo. R.....100	6,860,400	M. & N.	Nov. '72 14	New Jersey.....100	7,295,200	J. & J.	Jan. '73 24	Elizabeth and Newark.....100	200,000	J. & J.	----- 24
Central of Georgia.....100	4,668,800	J. & J.	Jan. '73 5	New London Northern.....100	1,003,500	J. & J.	Jan. '73 24	42nd St. & G. St. Ferry.....100	748,000	M. & N.	Nov. '71 5
Central of New Jersey.....100	15,000,000	J. & J.	Jan. '73 24	N. Y. Cen. & Hudson R.....100	45,000,000	A. & O.	Oct. '72 4	Frankf. & Southw. (Ph.).....50	491,750	J. & J.	Jan. '73 3
Central Ohio.....50	2,425,000	J. & D.	Dec. '72 3	N. Y. Cen. & Hudson R.....100	45,000,000	A. & O.	Oct. '72 4	Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '73 3
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	N. Y. Cen. & Hudson R.....100	45,000,000	A. & O.	Oct. '72 4	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	N. Y. N. H. & Harf.....100	15,500,000	J. & J.	Jan. '73 24	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	N. Y. Prov. & Boston.....100	2,000,000	J. & J.	Jan. '73 24	Green & Coates St. (Ph.).....50	500,000	J. & J.	Jan. '73 4
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Ning. Bridge & Oceans.....100	1,000,000	J. & J.	July '72 3	Hoson, Mantau & Fairm.....20	2,050,000	J. & J.	Jan. '73 4-5
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	North Carolina.....100	4,000,000	Irregular	Jan. '73 3	Lomb. & South Sts. (Ph.).....25	105,000	A. & O.	Oct. '71 6
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	N. Eastern (N. O.) pref.....100	111,000	M. & N.	May '67 4	Lynn and Boston.....100	200,000	J. & J.	----- 24
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Northern Pennsylvania.....50	3,150,150	January	Jan. '73 24	Malden and Melrose.....100	200,000	J. & J.	----- 24
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Northern Central.....50	6,000,000	M. & N.	Nov. '72 3	Metropolitan (Boston).....50	1,250,000	J. & J.	Jan. '73 4
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Northern N. Hampsh.....100	3,068,400	J. & D.	Dec. '72 4	Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Northern New Jersey.....100	1,000,000	J. & J.	Jan. '72 4	Ninth Avenue (N. Y.).....100	197,320	J. & J.	----- 24
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Norwich & Worcester.....100	2,364,400	J. & J.	Jan. '73 5	Orange and Newark.....100	282,555	J. & J.	----- 24
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Ogden & L. Champl.....100	3,051,800	J. & J.	Jan. '73 5	Philadelphia City.....50	750,000	J. & J.	July '71 3
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Ohio and Mississippi.....100	2,000,000	A. & O.	Oct. '72 4	Philadelphia and Darby.....20	200,000	J. & J.	July '71 2
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Oil Cr. & Allegheny R.....50	4,024,474	J. & D.	June '72 34	Phila. and Grey's Ferry.....20	284,775	J. & J.	Jan. '73 24
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Old Colony & Newport.....100	4,959,029	J. & J.	Jan. '73 5	Pbg. Alleg. & Manchester.....50	200,000	M. & N.	Nov. '69 8
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Oswego and Syracuse.....100	492,400	F. & A.	Feb. '72 4	Second Avenue (N. Y.).....100	888,100	J. & J.	Jan. '73 2
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Pacific of Missouri.....100	3,635,750	J. & J.	Jan. '73 5	Second & Third Sts. (Ph.).....50	962,100	J. & J.	Jan. '73 5
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Panama.....100	7,000,000	J. & J.	Jan. '73 3	17th & 19th streets (Ph.).....50	500,000	J. & J.	Jan. '73 2
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Paterson and Hudson.....100	630,000	J. & J.	Jan. '73 4	Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 6
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Paterson and Newark.....100	600,000	J. & J.	Jan. '73 4	Third Avenue (N. Y.).....100	1,170,000	F.M.A.N.	Aug. '71 4
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Paterson and Ramapo.....100	245,000	J. & J.	Jan. '73 4	13th & 15th street (Ph.).....50	1,000,000	J. & J.	Jan. '73 14
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Pember & Hightstown.....50	342,150	J. & J.	Jan. '71 3	Somerville (Boston).....100	75,000	V. & N.	Nov. '72 3
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Pennsylvania.....60	39,500,000	M. & N.	Nov. '72 5	South Boston.....50	400,000	J. & J.	Jan. '73 24
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Peoria & Bureau Val.....100	1,200,000	F. & A.	Aug. '72 4	Union (Boston).....100	200,000	J. & J.	July '72 7
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Philadelphia and Erie.....50	6,004,300	J. & J.	Jan. '73 4	Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	" (pref).....50	2,400,000	J. & J.	Jan. '72 4	West Philadelphia.....50	400,000	J. & J.	July '72 8
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Phil. Ger. & Norristown.....50	1,626,250	M. J. S.D.	Dec. '72 3	CANALS.			
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Philadelphia & Reading.....50	30,401,600	J. & J.	Jan. '73 5	Chesapeake & Delaware.....50	1,983,568	J. & D.	Dec. '72 3
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Phila. and Trenton.....100	1,259,100	J. & J.	Jan. '73 24	Chesapeake and Ohio.....25	8,229,594	F. & A.	Aug. '72 4
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Phila. Wil. & Balt.....50	5,502,650	J. & J.	Jan. '73 4	Delaware and Hudson.....100	15,000,000	F. & A.	Aug. '72 6
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Pittsb. Ft. W. & Chi.....100	19,714,285	J. & J.	Jan. '73 4	Delaware and Raritan.....100	5,847,400	J. & J.	Jan. '73 24
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	" Special Imp.....100	2,000,000	J. & J.	Jan. '73 14	Erie of Pennsylvania.....50	64,000	J. & J.	----- 24
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Pittsfield & N. Adams.....100	40,000	J. & J.	Jan. '73 3	Lehigh Coal & Navigt.....50	8,739,900	M. & N.	May '67 3
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Portland and Keamebec.....100	616,700	J. & J.	Jan. '73 3	Monongahela Navigt.....50	1,003,500	F. & A.	July '71 5
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Yarmouth certificates.....100	202,400	A. & O.	Apr. '72 3	Morris (consolidated).....100	1,025,000	F. & A.	Aug. '72 2
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Portl. Saco & Fortem.....100	1,500,000	J. & J.	Jan. '73 5	" (preferred).....100	1,175,000	F. & A.	Aug. '72 6
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '73 5	Pennsylvania.....50	4,337,950	F. & A.	Feb. '72 50c
Chesapeake and Potomac.....100	380,000	J. & J.	Dec. '72 3	Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6	Schuyl. Nav. (

		Amounts outstand- ing.	Rate.	Payable.	INTEREST. WHEN PAY- ABLE.	Market Price.			Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.		
National Securities Dec. 1, 1873.							Massachusetts—(\$30,712,882):								
Loan of June 14, 1868.....registered	\$4,045,000	5	Jan. & July.	1874	109 1/2	.. State (public works) scrip, '72.....	705,000	5	Various.	'72-'80					
.. coupon	13,955,000	5	"	"	1874	110	.. State (public works) scrip.....	264,000	5	June & Dec.	'72-'77				
Loan of February 8, 1861.....registered	13,741,000	5	Jan. & July.	1880	115 1/2	.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-'76	107 1/2				
.. coupon	4,674,000	5	"	"	1880	116	.. Union Fund Loan, 1862.....	600,000	5	"	"	'77-'78			
Oregon War Bonds of March 2, 1861.....coupon	946,000	5	Jan. & July.	1881	109 1/2	.. Coast Defense Loan, 1863.....	888,000	5	"	"	1883				
Loan of July 17, and Aug. 5, 1861.....registered	125,433,000	5	Jan. & July.	1881	115 1/2	.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98 1/2				
.. coupon	63,888,250	5	"	"	1881	116	.. Bounty Loan, 1864, £825,600 stg.....	4,000,744	5	"	"	1894			
Loan of Feb. 25, 1862 (5-20s).....registered	32,183,200	5	May & Nov.	1882	112 1/2	.. War Loan (5-20) cur. 1866.....	2,551,500	5	Mar. & Sept.	1886					
.. coupon	235,784,150	5	"	"	1882	113 1/2	.. R. R. & Hoosac T. bonds, £1,448,700 stg.....	7,175,451	5	April & Oct.	'88-'93				
Loan of March 3, 1862.....registered	53,459,850	5	Jan. & July.	1881	115 1/2	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	"	"	'90-'93				
.. coupon	21,540,150	5	"	"	1881	116	.. Loan (B. H. & Erie R. R.) £743,600 stg.....	3,599,024	5	Jan. & July.	1900				
Loan of March 3, 1864 (5-20s).....registered	2,298,000	5	May & Nov.	1884	112 1/2	Michigan—(\$2,332,293):									
.. coupon	33,086,450	5	May & Nov.	1884	112 1/2	.. Canal Bonds, 1859.....	61,000	5	Jan. & July.	1879					
Loan of June 30, 1864 (5-20s).....registered	36,227,650	5	"	"	1884	113 1/2	.. \$2,000,000 Loan Bonds, 1863.....	445,000	5	"	"	1873			
.. coupon	36,227,650	5	"	"	1884	113 1/2	.. \$2,000,000 Loan Bonds, 1863.....	431,000	5	"	"	1878	100		
Loan of March 3, 1865 (5-20s).....registered	36,709,650	5	May & Nov.	1885	113 1/2	.. \$2,000,000 Loan Bonds, 1863.....	718,000	5	"	"	1888				
.. coupon	119,802,900	5	"	"	1885	114 1/2	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890				
.. 2d series (5-20s).....registered	58,618,750	5	Jan. & July.	1885	112 1/2	.. Bounty (War) Bonds, 1866.....	160,000	5	Jan. & July.	1878					
.. coupon	151,801,950	5	"	"	1885	113 1/2	Minnesota—(\$50,000):								
.. 3d series (5-20s).....registered	90,926,650	5	Jan. & July.	1887	114	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1873					
.. coupon	225,506,400	5	"	"	1887	115	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79				
.. 4th series (5-20s).....registered	24,831,950	5	Jan. & July.	1888	114 1/2	.. Railroad Bonds (suspended) 1868.....	2,275,000	...	June & Dec.	1883					
.. coupon	139,496,150	5	Mar. & Sept.	1904	110 1/2	Missouri—(\$17,669,000):									
Loan of March 3, 1864, (10-40s).....registered	55,071,150	5	"	"	1904	110 1/2	.. State Bonds, proper, 1866-'68.....	439,000	5	Jan. & July.	'82-'90	93			
.. coupon	127,737,800	5	F. M. A. & N.	1881	111 1/2	.. Railroad Loans Bonds, 1864-'66.....	1,689,000	5	"	"	'87-'88				
Consols of July 14, '70 & Jan. 20, '71 registered	72,292,200	5	"	"	1881	112 1/2	.. S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	"	"	'74-'90	99		
.. coupon	401,852,333	5	F. M. A. & N.	1886	...	.. State Bonds, funding, 1867-'68.....	2,727,000	7	"	"	'76-'91		
Consols registered	...	5	"	"	1886	...	Nevada—(\$600,000):								
.. coupon	...	5	F. M. A. & N.	1901	...	.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87			
Consols registered	...	5	"	"	1901	...	New Hampshire—(\$2,405,400):								
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	4,030,000	3	Dem.	...	...	.. War Loan Bonds, July 1, 1861.....	512,000	5	Jan. & July.	'71-'78			
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	...	...	.. War Loan Bonds, July 1, 1864.....	600,000	5	Mar. & Sept.	'84-'89	96 1/2		
Certificates of Indebtedness 1870.....(cur.)	678,000	4	Irred.	1875	...	.. War Loan Bonds, Oct. 1, 1866.....	750,000	5	April & Oct.	'72-'74			
Pacific R. R. Bonds.....(currency)	64,623,512	5	Jan. & July.	'95-'99	118	New Jersey—(\$2,896,200):									
U. S. Notes and Fractional Currency.....	401,852,333	5	Jan. & July.	'95-'99	118	.. War Loan Bonds, 1861, tax free.....	1,200,000	5	Jan. & July.	'73-'84					
State Securities, latest dates.							.. War Loan Bonds, 1863, tax free.....	1,002,000	5	"	"	'86-'88			
Alabama—(\$15,42,000):							.. War Loan Bonds, 1864, tax free.....	684,400	5	"	"	'97-'02			
.. Bonds (old and extended), 1866 and '72.....	2,582,300	5	May & Nov.	'88-'92	59	New York—(\$38,121,000):									
.. Bonds (new), 1866, '68 and '72.....	2,386,000	5	Jan. & July.	'86-'92	85	.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875					
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	5	"	"	'90-'91	80	.. General Fund Stock.....	800,000	5	"	"	1878			
.. Railroad Bonds endorsed, 1870 and '71.....	13,600,000	5	"	"	'90-'91	80	.. General Fund Stock.....	348,107	5	"	"	pleas.			
Arkansas—(\$ 0,400,000):						.. General Fund Stock.....	1,189,780	5	"	"	pleas.				
.. Funded Bonds, 1869 and '70.....	2,850,000	5	Jan. & July.	'90-'90	43	.. Canal Stock.....	1,106,420	5	"	"	1874				
.. Levee Bonds, 1871.....	2,186,000	7	"	"	1901	...	.. Canal Stock.....	7,408,000	5	"	"	'72-'78	
.. Deficiency Bonds, 1872.....	300,000	7	"	"	1882	...	.. Canal Stock.....	2,672,000	5	"	"	'74-'78	106
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,466,000	7	April & Oct.	'89-'91	...	.. Canal Stock.....	880,000	5	"	"	1877		
California—(\$3,31,500):						.. Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	105				
.. Civil Bonds 1867 and '68.....	2,108,000	7	Jan. & July.	'77-'80	...	.. Bounty Loan Bonds, 1867, coupon.....	1,872,000	...	"	1877	108		
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	"	"	'83-'85	...	North Carolina—(\$29,900,046):								
.. State Capital Bonds, 1871.....	250,000	7	"	"	1891	...	.. State (old) Bonds 1848 to 1860.....	4,738,000	5	Jan. & July.	'72-'82	33 1/2	
Connecticut—(\$5,787,300):						.. State (old) Bonds 1848 to 1860.....	3,639,000	5	April & Oct.	'72-'82	...				
.. War Loan, July 1, 1861, (10-20s).....	706,700	5	Jan. & July.	1871	...	.. State (new) Bonds, 1867 to 1870.....	3,009,045	5	Jan. & July.	'92-'98	119		
.. War Loan, Jan. 1863 and '64 (20s).....	2,886,000	5	"	"	'83-'84	99	.. State (new) Bonds, 1867 to 1870.....	1,850,000	5	April & Oct.	'92-'98	...			
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	5	April & Oct.	1874	...	.. Funding (Debt) Bonds, 1866.....	2,417,400	5	Jan. & July.	1900	27		
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	5	"	"	1885 Funding (Interest) Bonds 1868.....	1,821,400	5	April & Oct.	1878	25			
Florida—(\$8,728,865):						.. Special Tax Bonds.....	11,407,000	5	"	"	'98-'99	15			
.. Convention Bonds 1868.....	30,000	5	April & Oct.	1888	...	Ohio—(\$9,022,721):									
.. Bonds, 1868-'69.....	191,000	5	Various.	'68-'69	...	.. Loan of 1860 Bonds, skg f'd.....	882,894	5	Jan. & July.	1870	...		
.. Bonds, 1871.....	210,000	5	Various.	1901 Loan of 1850 Bonds, skg f'd.....	1,600,000	5	"	"	1875	...			
.. Loan to Jack, Pens., & Mob. R.R., 1870.....	4,000,000	5	Jan. & July.	1900 Loan of 1860 Bonds, skg f'd.....	1,495,509	5	"	"	1881	...			
Georgia—(\$10,494,500):						.. Loan of 1866 Bonds, skg f'd.....	2,400,000	5	"	"	1886	...			
.. Bonds for W. & Atl. R.R. 1842 '43, '44 & '45.....	866,000	5	Various.	'72-'74	...	Oregon—(\$290,527):									
.. Bonds for W. & Atl. R.R. 1842 and 1848.....	276,500	5	Various.	'72-'74	98	.. Bounty and Relief Bonds of 1861.....	90,527	7	Jan. & July.	'74-'84	...				
.. Bonds for Atl. & Gulf R.R. '55, '56, '60 & '61.....	600,000	5	Feb. & Aug.	'78-'81 Willamette Canal & Lock Bonds of 1870.....	200,000	7	"	"	1890	...			
.. Bonds for Atl. & Gulf R.R., 1866.....	200,000	5	"	"	'81-'86	...	Pennsylvania—(\$24,272,966):								
.. Bonds of Act of March 12, 1866.....	3,900,000	5	Jan. & July.	1886	...	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	101		
.. Bonds of Act of Sept. and Oct. 1870.....	4,880,000	5	Various.	1890 Loan of Feb. 1867 (5-10s).....	3,786,550	5	"	"	'72-'77	101			
.. Railroad endorsements, to July 1872.....	12,000,000	5	Various.	'90-'92 Loan of Feb. 1867 (6-10s).....	90,400	5	"	"	'77-'82	...			
Illinois—(\$2,133,634):						.. Loan of Feb. 1867 (10-15s).....	7,890,550	5	"	"	'77-'82	108			
.. Interest Bonds, inscribed stock, 1847.....	971,834	5	Jan. & July.	1878 Loan of Feb. 1867 (15-25s).....	728,950	5	"	"	'82-'82	105 1/2			
.. Refunded Stock Bonds, 1859.....	348,000	5	"	"	'77-'78 Loan of Feb. 1867 (15-25s).....	9,271,850	5	"	"	'82-'82	105 1/2		
.. Thornton Loan Bonds, 1861.....	102,000	5	"	"	1880 Inclined Plane Loan, of April 1849.....	400,000	5	April & Oct.	1879	...			
.. War Loan Bonds, 1861.....	417,000	5	"	"	1880 State Stocks (old).....	1,997,050	5	Feb. & Aug.	1871	...			
.. Chicago Relief Bonds, 1871.....	250,000	5	May & Nov.	1881	...	.. (old).....	...	5	"	'77-'78	...		
Kansas—(\$1,338,675):						Rhode Island—(\$2,770,000):									
.. State Bonds (various) 1863 to 1864.....	110,675	5	Jan. & July.	'83-'84	...	.. War Bonds of Aug. 1862.....	1,049,000	5	Mar. & Sept.	1882	99 1/2		
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	"	'76-'80	...	.. of Jan. 1863.....	200,000	5	April			

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Gatax fr.	\$5,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,340,000	7*	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	590,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	93 1/2
Albany and Susquehanna:							2d Mortgage sinking fund.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98 1/2	Buffalo, New York & Phila.:						
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	98	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	....	Burlington, Cedar Rapids & Minn.:						
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	1st Mortgage coin or stg skg f'd.....	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89
Alexandria and Fredericksburg:							Burlington and Missouri River:						
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	96
Allegheny Valley:							Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
General Mortgage.....	4,000,000	7.5	March & Sept.	New York.	1890	94 1/2	Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	110
Special Mortgage to Penn.....	3,500,000	6*	" "	Harrisburg.	....	....	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	....
Androscongin:							Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Stock (common) Bonds.....	1,377,849	8	" "	" "	1899	....
Arkansas Central (narrow gauge):							Burlington & Mo. Riv. in Neb.:						
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	100 1/2
Atchison and Nebraska:							Burlington and Southwestern:						
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
Atchison, Topeka and Santa Fe:							Cairo and Fulton (Arkansas):						
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	Cairo and St. Louis (3 ft. gauge):						
Atlanta and Richmond Air Line:							1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	....	Cairo and Vincennes:						
Atlantic and Great Western:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	Camden and Atlantic:						
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Camden.	1873	102
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	" "	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Seaford (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R.R.)	404,000	7	May & Nov.	" "	1888	....	1st Mort. (skg f'd) for \$2,750,000.....	.....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort. (skg f'd) g'd for \$9,000,000	.....	7*	Jan. & July.	New York.	1906	....
1st Mort. (gold) for \$5,000,000.....	.....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C.B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free.....	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1878	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	100
Atlantic and Pacific:							Chattel Mortgage.....	208,850	10	" "	" "	'90-'99	....
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R.R.) gold b'ds	7,200,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota (Ili. C.):						
1st Mortgage (sterling) of 1853.....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	80
2d Mortgage (sterling) of 1884.....	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line).....	1,377,700	7	Jan. & July.	" "	1907	....
3d Mortgage (sterling) of 1871.....	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (O & N.W.):						
1st Mortgage, Portland Loan.....	757,000	6	" "	N. Y. & Bos'n	1871	....	1st Mortgage 2d Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	88 1/2
Bald Eagle Valley:							1st Mortgage 3d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 3d Div. \$10,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	Central Branch Union Pacific:						
Baltimore and Ohio:							1st Mort. (Atch. & Pike's Peak).....	1,600,000	6*	May & Nov.	New York.	1896	....
Loan of 1855 '76.....	883,250	6	Jan. & July.	Baltimore.	1875	98	2d Mortgage Govern'm't subsidy.....	1,600,000	6	Jan. & July.	" "	1896	....
Loan of 1850-'80.....	579,500	6	" "	" "	1880	98 1/2	Central of Georgia:						
Loan of 1852-'56.....	1,710,500	6	April & Oct.	" "	1885	98	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1855-'90 (Balt.) skg f'd.....	3,045,983	6	Jan. & July.	" "	1890	....	Central of Iowa:						
Loan of 1870-'96 (stg.) skg fund.....	3,788,752	6	March & Sept.	London.	1895	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mort. (N. W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90 1/2
3d Mort. (N. W. Va. R.R.) assumed	140,000	6	" "	" "	1885	92	Central of New Jersey:						
Baltimore and Potomac:							2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
1st Mort. (Tunnel) gold guar.....	1,600,000	6*	Jan. & July.	Baltimore.	1911	....	New Mortgage for \$5,000,000.....	4,824,000	7	Feb. & Aug.	" "	1890	105 1/2
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	" "	1911	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Bangor and Piscataquis:							Central Ohio (B. & O.):						
1st Mortgage (Bangor loan).....	600,000	8	April & Oct.	Bangor.	1899	....	1st Mortgage guaranteed.....	2,600,000	6	March & Sept.	Baltimore.	1890	85 1/2
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Pacific of California:						
Bay City and East Saginaw:							1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99 1/2
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Convertible 20 years bonds, gold	1,600,000	7*	" "	" "	1883	....
Bedford and Bridgeport:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	110
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Belfast and Moosehead Lake:							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mortgage (gold).....	160,000	6	May & Nov.	Portland.	1890	....	1st Mort. (S. Fr., Okla. & Ala.)...	1,500,000	8*	" "	San Francisco	1890	....
Belleville and Southern Illinois:							1st Mort. (San Joaquin V.D.) gold	6,950,000	6*	April & Oct.	New York.	1900	....
1st Mort. guar. by St. L. & T.H.	1,100,000	8	April & Oct.	New York.	1896	96	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Beloit and Madison (C. & N.W.):							Charleston and Savannah:						
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	1st Mortgage guar. by S. Car.....	505,000	6	March & Sept.	Charleston.	1877	....
Belvidere Delaware:							Funded Interest on 1st Mort.....	157,400	7	" "	" "	1889	....
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	92	Charlotte, Columbia & Augusta:						
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Princeton.	1885	82 1/2	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1896	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	82	Chartiers:						
Blue Ridge (B. Car.):							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Cheraw and Darlington:						
Boston and Albany:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105	2d Mortgage dated						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$.....	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	77-78	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	83
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	1004	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	1004	1st Mort. (San. City and Ind.)..	360,000	7	March & Sept.	" "	1877	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1894	95	Cincinnati and Springfield:						
1st Mort. (St. L. J. & C.) assumed	564,000	7	" "	" "	1894	....	1st Mortgage for \$2,000,000 (guar)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	6,000,000	7	" "	New York.	1901	....
Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	1124	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$10,000 p. m....	10,000	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,084,000	7	May & Nov.	New York.	1899	101
Loan of 1872.....							1st Mort. (C. C. and C. R. R.)..	323,000	7	June & Dec.	" "	71-73	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....	1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	70-72	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1863.....	660,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix. Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95 1/2	2d Mortgage (sinking fund) 1866	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	....	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. O. & Fox Rv.) guar.	1,250,000	8	" "	" "	1900	100	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	900,000	8	April & Oct.	" "	1890	101	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	2d (now 2d) Mortgage guar.....	1,368,000	7	May & Nov.	" "	1875	100
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	87
1st Mort. guar. C. B. & Q.....	1,800,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	828,000	7	May & Nov.	" "	1900	94
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,600,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1896	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	....	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	89
1st Mortgage for \$19,000 p. m....	1,750,000	8	March & Sept.	New York.	1900	95	2d Mortgage Consol. skg fund..	8,879,900	7	Feb. & Aug.	" "	1909	72
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	692,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.)..	1,245,500	7	Feb. & Aug.	New York.	1885	100	Columbus and Xenia:						
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	97	1st Mortgage, guar. by Pa. Co....	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.).....	3,588,000	7	Feb. & Aug.	" "	1885	98 1/2	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 a.c.)	182,000	7	" "	" "	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96 1/2
Green Bay Ext. (26 m. & 76,000 a.c.)	300,000	7	" "	" "	1885	....	Notes payable, conv. at par.....	594,000	6*	Jan. & July.	" "	1878	....
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	102 1/2	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	96 1/2	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (").....	135,000	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79 m. & land)	767,000	7	March & Sept.	" "	1898	....	Connecticut Western:						
Consol. skg fund (C. & N.W. R.)	2,500,000	7	F. M. A. & N.	" "	1915	91 1/2	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Equipm't (Eng. & Cars \$2,750,000)	275,000	10	May & Nov.	" "	1871	....	Connecting (Philadelphia):						
1st Mort. (Madison Ext.) gold.....	3,150,000	7*	" "	" "	1911	....	1st Mort. A.B.C.D. & E. \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4	87
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanessque Valley:						
3d Mort. (") guar.....	10,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....	180,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.R.) guar	1,135,000	7	Jan. & July.	" "	1898	93	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar	333,000	7	" "	" "	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg fd gold \$25,000/pm)	1,350,000	8	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '69, \$16,000/pm	1,350,000	8	May & Nov.	New York.	1889	80	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$16,000/pm	1,350,000	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$5,000,000.....	700,000	7*	Feb. & Aug.	Boston.	1901	....	1st Mortgage of July 1, 1880....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
1st Mortgage \$26,000 p. m. gold..	700,000	7*	" "	" "	1901	....	Danv., Hazleton & Wilkesbarre:						
Chi., Pekin & Southwtrn (C.B. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C. B. I. & Pac.)	8,600,000	7	" "	" "	1896	100	1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
Chi. & Southwestern (C. B. I. & Pac.)							2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	81-94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg fd for \$41,000,000	600,000	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	Income Bonds.....	252,445	6	" "	" "	1879	

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	1,170,000	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,983	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$10,000 p. m. guar.	300,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	" "	1891	....	Galea & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,755,000	7	Feb. & Aug.	New York.	1882	102
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	....	2d Mortgage.....	948,000	7	May & Nov.	" "	1875	96
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
1st Mortgage (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	" "	" "	1884	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	72-80	....
2d Funded Coup. (").....	375,734	7	" "	" "	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	61,000	7	" "	New York.	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	" "	1892	....
Detr. & Pontiac R.R. bonds.....	250,000	7	" "	" "	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.S.H. & M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	96	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	....	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees....	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	" "	1879	99
Dubuque & Western:							Grand Trunk (Can.):						
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....	Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Dunkirk, Warren and Pittsburgh:							Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	" "	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	" "	....	....
Dutchess and Columbia:							1st Preference Bonds £1,888,385.	14,191,676	5*	Jan. & July.	" "	....	....
1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1908	....	2d Preference Bonds £1,888,385.	8,428,826	4*	" "	" "	....	....
East Alabama and Cincinnati:							Provincial Debenture's £3,111,500	15,567,500	....	....	Ottawa.	....	....
1st Mort. end. \$16,000 p.m. by Ala.	....	8	Jan. & July.	....	1890	....	Great Western of Canada:						
East Brandywine & Waynesburg:							Perpetual Debentures Stock.....	227,278	5	Jan. & July.	London.	perp.	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Common (Company) Bonds.....	1,384,117	4	" "	" "	72-73	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Common (") Bonds.....	2,993,973	6	May & Nov.	" "	73-76	....
East Pennsylvania (Ph. & Rdg.):							Common (") Bonds.....	2,662,067	5	April & Oct.	" "	77-75	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98	Common (") Bonds.....	4,867	5	" "	" "	1881	....
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	3,650,000	6	June & Dec.	" "	1890	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	76-80	....	Greenville and Columbia:						
East Tenn. & Vir. (E.T.V. & Ga.):							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	81-86	....
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage not guaranteed....	376,768	7	" "	" "	81-86	....
East Tennessee, Virginia & Ga.:							Greenwich and Johnsonville:						
1st Mort. sks fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Eastern (Mass.):							Hackensack & New York Ext.:						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Loan of 1864-74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	Hannibal and Naples (T.W. & W.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	" "	1876	90	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
Loan of 1865-85.....	160,000	6	April & Oct.	" "	1885	....	2d Mortgage.....	225,000	7	Jan. & July.	" "	1890	....
Loan of 1866-88.....	800,000	6	March & Sept.	" "	1888	....	Hannibal & Central Missouri:						
Loan of 1869-89.....	1,000,000	6	May & Nov.	" "	1889	90	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	88
Loan of 1872-82.....	1,500,000	7	" "	" "	1882	101	2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Eastern Shore (Md.):							Hannibal and St. Joseph:						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	71-77	92
2d Mortgage.....	180,000	6	April & Oct.	" "	1886	....	Missouri State Loan.....	1,500,000	6	" "	" "	77-88	....
Elizabethtown and Paducah:							Six years mortgage bonds (222m)	53,000	10	" "	" "	1872	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Five years' notes (277 m.)....	139,300	8	Various.	" "	1874	....
Elmira and Williamsport (N.Cen.):							Fifteen years' bonds (277 m.)....	3,476,000	8	March & Sept.	" "	1885	93
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97	1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	" "	1892	....
Income Mortgage guaranteed ..	670,000	5	April & Oct.	" "	1872	57	1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	" "	1886	100
Erie Railway:							General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	101	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	99	Harlem Extension:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	90	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	96	Harrisburg & Lancaster:						
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	92	1st Mortgage, guar. by Pa. Co..	700,000	6	Jan. & July.	Philadelphia.	1883	89
Buffalo Branch, 1st mortgage....	186,400	7	Jan. & July.	" "	1891	....	Hartford and New Haven:						
String Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95	Hartford, Providence and Fishkill:						
Erie and Louisville:							1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Erie and Pittsburgh (Penn.):							Holly, Wayne & Monroe (F&P.M.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
2d Mortgage.....	116,200	7	March & Sept.	" "	1890	....	Holyoke and Westfield:						
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Equipment Mortgage.....	600,000	7	April & Oct.	" "	1890	....	Housatonic:						
European & N. American (Me.):							1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
1st L.M. & 1st on 59, 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87	3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Evansville and Crawfordsville:							Houston and Texas Central:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage ".....	1,000,000	7	March & Sept.	" "	1889	....	Hudson River (N.Y. Cen. & H.R.):						
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
Evansville, Henderson & Nashv.:							2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	102
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	3d Mortgage.....	180,000	7	May & Nov.	" "	1885	....
Evansville, Terre Haute & Chi.:							Hudson Connecting (NY & OMid):						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Full River, Warren & Providence:							Huntingdon and Broad Top Mt.:						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102
Flint and Pere Marquette:							2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	88
Land Mort. 1st series (55,241 a.).	166												

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

53

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	101
1st Mortgage (I. C. & L. F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870.....	3,699,000	7	J. A. J. & O.	"	1890	99
1st Mortgage (") of 1869	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,334,900	7	Jan. & July.	"	1890	96
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,000,000	7	April & Oct.	"	1899	93
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1864.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Reg. Jan. 1, 1865 C.P. & A. R.R.	1,000,000	7	"	"	1880	98
1st Mortgage.....	2,000,000	7	April & Oct.	"	1916	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	94
2d Mortgage.....	1,000,000	7	"	"	1900	....	1st Mort. (Junc. R.R.) Dec. 1, 1862	115,000	7	June & Dec.	"	1872	....
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	Skf Fund July 1, 1865 C. & Tol.	2,014,000	7	Jan. & July.	"	1886	103
Iowa Eastern:							Mort. April 1, 1868	864,000	7	April & Oct.	"	1886	93
1st Mortgage gold.....	14,000pm	7	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1886	101
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct 31, 1867	2,696,000	7	"	"	1877	97
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1868	100,000	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.....	8	Feb. & Aug.	New York.	1900	105	....	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
Ironton (Penna.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	96
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	98
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	99	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	108	1st M. July 1, '68 (Kal. A. & Gr.R.)	840,000	7	"	"	1888	....
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chl.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1865	....
Jamestown & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.....	495,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.....	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	600,000	7	June & Dec.	"	1894	....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	85
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	Lehigh and Lackawanna:						
2d Mort. (").....	84,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1919	104
1st Mortgage (Ind. & Mad.) guar.	597,000	7	May & Nov.	"	1882	....	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	....	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold.....	3,000,000	6	Jan. & July.	N. Y. & Bost.	1900	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	....
2d Mortgage.....	795,000	7	March & Sept.	"	1893	....	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99
Junction, Philadelphia:							Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage gold.....	1,500,000	8	F. M. & A. N.	New York.	1900	....
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	Long Dock (Erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	93
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	....	Long Island:						
Kalamazoo and Schoolcraft:							1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	91
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,900	7	Feb. & Aug.	"	1890	....
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
1st Mortgage guar. by lessees...	640,000	8	May & Nov.	Boston.	1889	100	General Mortgage.....	775,000	7	"	"	1899	....
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (").....	150,000	10	"	"	1878	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & C.R. 78 m.) v. fr.	1,400,000	10	March & Sept.	"	1892	....	Louisville and Nashville:						
2d Mort. (").....	539,500	8	June & Dec.	"	1874	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (Memph Br. 46.37m.)	139,000	7	May & Nov.	"	'72-'75	....
1st Mort. (") gld	1,000,000	7	"	"	1893	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'86	....
Consolidated Mort. (260m. conv.)	687,000	8	March & Sept.	"	1892	....	Consol. M. for \$8,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1899	93
Kansas City & Santa Fe (L.L. & G.):							Louisv. N. Al. & St. Lo. Air-Line						
1st Mortgage guar. by Lessees...	2,000,000	10	May & Nov.	Boston.	1900	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7	"	New York.	1901	....
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6	Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	'83-'91	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6	June & Dec.	"	1896	86	1st Mortgage not guaranteed...	100,000	7	"	"	1890	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,500,000	7	May & Nov.	N. Y. & Lond.	1899	102	Macon and Brunswick:						
1st Mortgage (1,000,000 acres)...	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (2,000,000 acres) gld	1,989,000	7	May & Nov.	N. Y. & Lond.	1880	....	1st Mort.....	600,000	7	May & Nov.	"	1900	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	"	U. S. Treas.	'95-'97	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
3d Mortgage (Income).....	4,276,339	7	March & Sept.	"	1916	....	Macon and Western:						
Kent County (Del.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1889	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	....	\$1,100,000 Loan, tax free.....	746,500	7	Jan. & July.	"	1896	....
2d Mortgage (") 1853.	844,000	7	"	"	1883	....	Bangor (P. & K.)						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	....	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.):						
Masillon & Cleve. (C.M. V. & D.):							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	600,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.):						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	800,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Stralstville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1887	....
1st Mortgage (E.D.V.) \$15,000 p.m.	.....	8	Jan. & July.	Boston.	1890	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....	.....	7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York.	1882	....	New H. Middleton & Williman:						
1st Mortgage, sinking fund conv.	2,208,500	8	"	"	1882	118	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902	....	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	Jan. & July.	"	1890	105	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	99	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) t. f. guar	640,000	8	May & Nov.	"	1889	....	New Jersey See United Compan's						
2d Mort. (") guar..	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1885	....
1st Mortgage.....	900,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.):							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	78
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,867	6*	May & Nov.	London.	1898	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....	.....	7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	90	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	84	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer).....	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North..						
1st Mort. (Iowa and Minn.).....	3,793,000	7	Jan. & July.	"	1897	89	1st Mortgage 1886.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	80	2d Mortgage 1890, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	87	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	104	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.5	"	"	1898	94	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	253,000	7	March & Sept.	"	1873	....	1st M. (N.O. to T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	224,000	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.....	2,825,000	7	"	N.Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	....	....	2d Mortgage, endorsed by La....	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....	.....	7	"	"	1891	....	1st Mortgage gold, for \$3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$19,000 p.m.....	.....	8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	92
Mineral Point:							Bonds for debt ass'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	101
1st Mortgage, Dec. 21, 1868.....	330,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. L. (")	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L.S. & M.):							Bonds for R. R. stocks (")	592,000	6	"	"	1883	87
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	87
Minneapolis & St. L. (L. Sup. & M.):							Bonds of 1884 renewed (")	2,900,000	6	June & Dec.	"	1887	89
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. (") S. F.	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y.C. & H)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	'69-'71	....	Consol. Mort. for \$40,000,000..	.....	7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$5,000,000 gold	.....	7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100
Mississippi, Ouachita & Red Riv.:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,080,000	7*	"	"	....	....	Bonds of 1863, unsecured.....	104,000	7	"	"	1878	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1858.....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	"	'81-'98	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	....
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$30,000 p. m.....	.....	8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	85
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	....	1910	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,260,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	'73-'78	....
1st Mort. (Tubo & Neosho) S. F. & d	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000....	782,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74	....	1st Mortgage gold, \$35,000 p. m..	.....	7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	458,000	8	"	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March	Mobile.	1877	2d Mortgage of Sept. 1,						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	\$60,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	82½
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr.(C&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9th m.)	800,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	....	2d Mortgage (Pa. & Md. 4th m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	100½	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1898	81½
Ohio and Mississippi:							Loan of 1870, convertible.....	2,520,000	7	"	"	1890	....
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1867, conv.	113,000	6	"	"	1886	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-45 & 46.	1,521,000	6	"	"	1880	85
2d Mortgage (W. Div.).....	534,000	7	"	"	1874	84½	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1898	103
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.....	182,400	5½	Jan. & July.	London.	1880	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	92½	Mortgage Loan of 1843 stg.....	976,800	6½	"	"	1880	....
Consolidated Mort. (sterling).....	101,850	7½	"	London.	1898	....	Mortgage Loan of 1836 stg.....	110,400	7½	"	"	1872	....
Old Creek and Allegheny River:							Mortgage Loan of 1836 stg.....	177,800	7½	"	"	74-77	....
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Mortgage Loan of 1836 stg.....	5,500,000	7	June & Dec.	Philadelphia.	1911	100½
1st Mortgage (War. & Fkin).....	580,000	7	April & Oct.	"	1882	85½	Consolidated Dollar coupon.....	1,462,000	7	"	"	1911	102
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	79½	Mortgage Dollar registered	4,000,000	6½	"	Phil. or Lond.	1911	....
Old Colony and Newport:							June 1, 1871. Gold or stg reg.	624,000	6½	"	"	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	97	Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101½	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	109
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1878	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	81
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	86½	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1873	93½	1st Mort. (Ct. & Newk 33m) conv	775,000	6	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	83	Pittsburg & Connellsville:						
Consolidated Mort.....	1,945,500	7	Jan. & July.	New York.	1882	78	1st Mortgage of 1863, tax free..	4,000,000	7	Jan. & July.	Baltimore.	1898	91½
Orange and Newark:							2d Mort. (Balt. Loan) of 1866..	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Ossage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	103½
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (B.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	94½
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).....	860,000	7	Jan. & July.	"	1912	94½
1st Mortgage gold.....	7,000,000	6½	Feb. & Aug.	New York.	1888	87½	3d Mortgage.....	2,000,000	7	April & Oct.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	83	Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	1874	....
Income Bonds.....	1,500,000	7	"	"	1892	....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
St. Louis County Bonds.....	700,800	7	Monthly.	St. Louis.	1885	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6½	Jan. & July.	New York.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mortgage (Lex. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage for \$3,000,000.....	.....	7	Jan. & July.	.....	1901	....
Paducah and Memphis:							Port Huron & Lake Michigan:						
1st Mortgage gold for \$2,885,000.	1,071,000	7½	Feb. & Aug.	New York.	1892	....	1st Mortgage gold, for \$1,800,000	.....	7½	May & Nov.	New York.	1889	....
Panama:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage, stg £19,350.....	93,847	7½	April & Oct.	London.	1875	....	1st Mort. (Maine Section) gold..	800,000	6½	Jan. & July.	Boston.	1900	....
General Mortgage, stg £597,800.	3,869,330	7½	"	"	1897	....	Consol. Mort. gold, for \$3,800,000	.....	6½	May & Nov.	"	1901	....
Paris and Decatur:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold.....	1,200,000	7½	Jan. & July.	New York.	1901	....	1st Mortgage gold, for \$2,300,000	.....	6½	May & Nov.	Boston.	1891	....
Paterson and Newark (Erie):							Portland and Oxford Central:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
Pekin, Linc. & Decatur (T.W. & W.):							Portland and Rochester:						
1st Mortgage, guaranteed.....	1,078,000	7	Feb. & Aug.	New York.	1900	88	1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
Pemberton & Hights. (UC of N.J.):							1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
Pemberton & N. York (N.J.S.):							Port Royal (S. O.):						
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....	1st Mortgage gold, skg f'd.....	1,500,000	7½	May & Nov.	N.Y. & Lond.	1889	....
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7½	"	"	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7½	May & Nov.	N.Y. & Lond.	1889	....	Poukeepsie and Eastern:						
1st Mortgage gold (S.F.) 2d series	979,000	7½	"	"	1900	....	1st Mort. gold, conv. & tax free..	800,000	7½	Jan. & July.	New York.	1910	....
Pennsylvania:							Providence and Worcester:						
1st Mortgage (Harr. to Pbg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	99	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	97	Quincy, Alton and St. Louis:						
2d Mortgage (") stg.....	2,282,240	8	"	London.	1875	....	1st Mortgage gold.....	850,000	7½	May & Nov.	Philadelphia.	1882	....
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	96½	Quincy and Toledo (T.W. & W.):						
State lien for \$17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	72-90	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92
Pennsylvania Coal:							Quincy & Warsaw (O.B. & Q.):						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	324,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	66	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	88	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000 pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	102	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000 pm	8*	"	"	1900	97 1/2	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	100 1/2	2d Mortgage for \$200,000.....	179,900	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)...	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort. endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)...	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)...	1,700,000	7	"	"	1884	80	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	200,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1887.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	97 1/2	South Side, Va. (A. M. & O.):						
St. Louis, Jackson & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1884 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	"	"	'84-'90	73
2d Mortgage May 1, 1888 guar.	648,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	90	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van & T. H. (T. H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv..	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg fd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000 pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	....	Summit Branch:						
Sand., Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	167,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	162,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000 pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N. Y. (D. L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard a. d. Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Seima and Gulf:							1st Mortgage, \$16,000.....	.....	8	.....	New York.	1903	....
1st M. (guar. by Ala.) \$16,000 pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
Seima, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
1st M. gold gr. by Ala. \$16,000 pm.	.....	8*	March & Sept.	New York.	1889	....	Flora:						
Seima, Rome and Dalton:							1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Toledo, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	94 1/2
Equipment Mortgage.....	280,000	10	"	"	1881	....	1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	89 1/2
Shamokin Valley & Pottav. (N. C.):							2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	80
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
Shenandoah and Fond du Lac:							Consol. Mort. 227 m. \$8,500,000.	1,406,000	7	May & Nov.	"	1910	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	87 1/2
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	Tom's River & Watert. (N. J. So.):						
Shenango and Allegheny:							1st Mortgage guaranteed.....	80,600	7	.....	New York.	1888	....
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Troy & Bennington (T. &):						
Shenango Valley (Ct.):							1st Mortgage skg fund, nar....	100,600	7	Jan. & July.	Troy.	1878	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	Troy and Boston:						
Shore Line (N. Y. & N. H.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage construction.....	300,000	7	March & Sept.	Boston.	1880	....	2d Mortgage.....	300,000	7	April & Oct.	"	1886	....
Sioux City and St. Paul:							3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	Convertible Bonds.....	648,000	7	"	"	1892	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....					

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:													
1st Mort. (Tol. & Ill. 75 m.)...	\$900,000	7	Feb. & Aug.	New York.	1890	100	Western Maryland:						
1st M. (L. Erie, W. & St. L. 167 m.)...	2,500,000	7	"	"	1890		1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	82
1st Mort. (Gt. W. R. & W. D. 100m)	4,000	10	April & Oct.	"	1888		1st Mort. endor. by Balt.....	200,000	6	"	"	1890	97
1st M. (Gt. W. Rwy of '69, 181m)	2,500,000	7	Feb. & Aug.	"	1898	97	2d Mort.	30,000	6	"	"	1890	97
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	90	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	84
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882		2d Mortgage preferred.....	600,000	6	"	"	1895	83
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878		3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	97
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	93	Western Pacific (Cen. Pac.):						
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	"	"	1893	86	1st Mortgage assumed, gold.....	2,735,000	6	Jan. & July.	New York.	1899	89
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	82	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	87	1st Mortgage (main line 67 m.)...	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	92	1st Mortgage (Pittab. Br. 23 m.)	1,000,000	6	Jan. & July.	"	1896	
Troy, Salem & Rutland (R. & Sar.):							Western Union (M. & St. P.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890		1st Mortgage for \$5,000,000.....	3,275,000	7	Jan. & July.	New York.	1896	
Troy Union (and Depot):							West Jersey:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	
2d Mortgage, guaranteed.....	180,000	6	"	"	1878		1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	93
Tuckerton:							Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901		West Wisconsin:						
Union Pacific:							1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	
1st Mortgage gold, tax free.....	27,237,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	86	Whitehall & Plattsburg (M. & P.):						
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99		1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1889	78	Wicomico and Pocomoke:						
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	82	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	
Omaha Bridge B'ds, stg. \$250,000	2,500,000	8	April & Oct.	London.	1896		Williamston and Tarboro':						
Union Pacific (Central Div.):							1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	
1st Mortgage gold, tax free.....	1,600,000	6	May & Nov.	New York.	1895		Wilmington, Colum. & Augusta:						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	'96-7-8		1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	76
Union Pacific, S. Br. (M. & K. T.):							Wilm., Charlotte & Rutherford:						
1st Mortgage gold, skg fund.....	3,595,000	6	Jan. & July.	New York.	1899		1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	
Union & Titusville (O. C. & A. Riv.):							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890		Wilmington and Reading:						
United Companies of New Jer.:							1st Mortgage.....</						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "t."

Years ending	Railroad.		Rolling Stock.		Property and Assets.		Companies.		Railroad.		Rolling Stock.		Property and Assets.		Liabilities.		Railroad Operated.		Operations.		Earnings.		Value of Shares.	
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	Market.
Sept. 30, 1871	60.2		14.8	1.5	3	3	3	56	Adirondack	3,108,000	1,018,000	3,768,000	3,768,000	930,000	1,931,288	296.0	60.2	41,234	32,134	22,930	77,964	12,769		
Oct. 31, 1871	126.0		14.8	1.5	3	3	3	400	Alabama and Chattahoochee	10,500,000	10,500,000	2,000,000	2,000,000	7,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Nov. 30, 1871	126.0		14.8	1.5	3	3	3	400	Alabama Central	10,500,000	10,500,000	2,000,000	2,000,000	7,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Dec. 31, 1871	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Jan. 31, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Feb. 28, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Mar. 31, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Apr. 30, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
May 31, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Jun. 30, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Jul. 31, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Aug. 31, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Sept. 30, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Oct. 31, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Nov. 30, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Dec. 31, 1872	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Jan. 31, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Feb. 28, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Mar. 31, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Apr. 30, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
May 31, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Jun. 30, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Jul. 31, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Aug. 31, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Sept. 30, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Oct. 31, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Nov. 30, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Dec. 31, 1873	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Jan. 31, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Feb. 28, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Mar. 31, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Apr. 30, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
May 31, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Jun. 30, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Jul. 31, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Aug. 31, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Sept. 30, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Oct. 31, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Nov. 30, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,000	8,500,000	2,000,000	2,000,000	6,500,000	2,500,000	92.8	296.0	22,134	22,134	77,964	12,769			
Dec. 31, 1874	126.0		14.8	1.5	3	3	3	400	Albany and Rensselaer	8,500,00														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See article: (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "Y."

[illegible]

Dec. 31, 1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.																												
Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Earnings.		Value of Shares.								
Main Line.			Branch Line.			2d Track and Siding.			Railroad in progress.			Engines.			Cars.			Freight.			Net.		Dividends.		Par.		p-c	
M.			M.			M.			M.			M.			M.			M.			M.		M.		M.		M.	
Years ending.			Years ending.			Years ending.			Years ending.			Years ending.			Years ending.			Years ending.			Years ending.		Years ending.		Years ending.		Years ending.	
1871			1872			1873			1874			1875			1876			1877			1878		1879		1880		1881	
1882			1883			1884			1885			1886			1887			1888			1889		1890		1891		1892	
1895			1896			1897			1898			1899			1900			1901			1902		1903		1904		1905	
1908			1909			1910			1911			1912			1913			1914			1915		1916		1917		1918	
1921			1922			1923			1924			1925			1926			1927			1928		1929		1930		1931	
1934			1935			1936			1937			1938			1939			1940			1941		1942		1943		1944	
1947			1948			1949			1950			1951			1952			1953			1954		1955		1956		1957	
1960			1961			1962			1963			1964			1965			1966			1967		1968		1969		1970	
1973			1974			1975			1976			1977			1978			1979			1980		1981		1982		1983	
1986			1987			1988			1989			1990			1991			1992			1993		1994		1995		1996	
1999			2000			2001			2002			2003			2004			2005			2006		2007		2008		2009	
2012			2013			2014			2015			2016			2017			2018			2019		2020		2021		2022	
2025			2026			2027			2028			2029			2030			2031			2032		2033		2034		2035	
2038			2039			2040			2041			2042			2043			2044			2045		2046		2047		2048	
2051			2052			2053			2054			2055			2056			2057			2058		2059		2060		2061	
2064			2065			2066			2067			2068			2069			2070			2071		2072		2073		2074	
2077			2078			2079			2080			2081			2082			2083			2084		2085		2086		2087	
2090			2091			2092			2093			2094			2095			2096			2097		2098		2099		2100	
2103			2104			2105			2106			2107			2108			2109			2110		2111		2112		2113	
2116			2117			2118			2119			2120			2121			2122			2123		2124		2125		2126	
2129			2130			2131			2132			2133			2134			2135			2136		2137		2138		2139	
2142			2143			2144			2145			2146			2147			2148			2149		2150		2151		2152	
2155			2156			2157			2158			2159			2160			2161			2162		2163		2164		2165	
2168			2169			2170			2171			2172			2173			2174			2175		2176		2177		2178	
2181			2182			2183			2184			2185			2186			2187			2188		2189		2190		2191	
2194			2195			2196			2197			2198			2199			2200			2201		2202		2203		2204	
2207			2208			2209			2210			2211			2212			2213			2214		2215		2216		2217	
2220			2221			2222			2223			2224			2225			2226			2227		2228		2229		2230	
2233			2234			2235			2236			2237			2238			2239			2240		2241		2242		2243	
2246			2247			2248			2249			2250			2251			2252			2253		2254		2255		2256	
2259			2260			2261			2262			2263			2264			2265			2266		2267		2268		2269	
2272			2273			2274			2275			2276			2277			2278			2279		2280		2281		2282	
2285			2286			2287			2288			2289			2290			2291			2292		2293		2294		2295	
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2363			2364			2365			2366			2367			2368			2369			2370		2371		2372		2373	
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2415			2416			2417			2418			2419			2420			2421			2422		2423		2424		2425	
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2467			2468			2469			2470			2471			2472			2473			2474		2475		2476		2477	
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2493			2494			2495			2496			2497			2498			2499			2500		2501		2502		2503	
2506			2507			2508			2509			2510			2511			2512			2513		2514		2515		2516	
2519			2520			2521			2522			2523			2524			2525			2526		2527		2528		2529	
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2558			2559			2560			2561			2562			2563			2564			2565		2566		2567		2568	
2571			2572			2573			2574			2575			2576			2577			2578		2579		2580		2581	
2584			2585			2586			2587			2588			2589			2590			2591		2592		2593		2594	
2597			2598			2599			2600			2601			2602			2603			2604		2605		2606		2607	
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2701			2702			2703			2704			2705			2706			2707			2708		2709		2710		2711	
2714			2715			2716			2717			2718			2719			2720			2721		2722		2723		2724	
2727			2728			2729			2730			2731			2732			2733			2734		2735		2736		2737	
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2779			2780			2781			2782			2783			2784			2785			2786		2787		2788		2789	
2792			2793			2794			2795			2796			2797			2798			2799		2800		2801		2802	
2805			2806			2807			2808			2809			2810			2811			2812		2813		2814		2815	
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2987			2988			2989			2990			2991			2992			2993			2994		2995		2996		2997	
2999			3000			3001			3002			3003			3004			3005			3006		3007					

Sept. 30, 1871/ 43.41

23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100		
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
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1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897																																																					

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount out- standing.	Rate.	Paid.	Div'ds	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	6	...	150
Berkshire,* guaranteed	600,000	7	7	...	...
Blossburg and Corning,* guar.	250,000	5	5	...	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	...	86
Buffalo, N. York and Erie,* guar.	950,000	7	7	...	74
Camden and Atlantic, pref.	73,695	7	7	...	73
Catawissa,* pref. and guar.	2,200,000	7	7	...	...
Cayuga and Susquehanna,* guar.	599,110	...	9	...	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...	...
Central (Ohio), preferred.	400,000	7	7	...	40
Chemung,* guar.	380,000	8	6	...	...
Cheshire, preferred.	2,017,815	7	7	...	12
Chicago and Alton, pref.	2,425,400	7	10	...	82
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...	...
Chicago and Northwestern, pref.	20,570,293	7	7	...	87 1/2
Cleveland and Mahoning,* guar.	2,056,000	7	7	...	...
Cleveland and Toledo,* guar.	6,250,000	...	3 1/2	...	...
Cochecho, preferred.	177,750	8	...	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	...	91 1/2
Cumberland Valley, 1st pref.	241,900	8	8	...	114 1/2
" 2d pref.	242,000	8	8	...	...
Delaware,* guaranteed.	594,261	6	6	...	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	...	...
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	...	97 1/2
Dubuque Southwestern, pref.	330,308	7	7	...	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...	...
Elmira and Williamsport,* guar.	500,000	5	5	...	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	...	84
Erie, preferred	8,536,910	7	7	...	78 1/2
Evansville and Crawfordville pref.	100,000	...	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	...	70 1/2
Harrisburg and Lancaster,* guar.	1,182,550	...	7	...	...
Housatonic, preferred	1,180,000	8	4	...	...
Huntingdon & Broad Top Mountain, preferred	190,750	7	3 1/2	...	35
Joliet and Chicago,* guar.	1,500,000	7	7	...	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...	...
Leeds and Farmington,* guar.	...	...	5	...	...
Little Schuylkill,* guar.	2,646,100	7	7	...	...
Louisville, Cincinnati and Lexington preferred	848,700	9	9	...	87 1/2
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	...	28
" 2d pref.	4,051,744	6	...	...	14 1/2
Manchester and Lawrence*	1,000,000	...	9	...	...
Michigan Southern, guaranteed.	586,800	10	10	...	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	...	77 1/2
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	...	...
Mount Carbon & Ft. Carbon,* guar.	282,250	12	12	...	...
New Haven and Northampton.*	1,344,000	...	2	...	...
New York and Harlem, pref.	1,500,000	8	8	...	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...	...
North Eastern (S. C.) preferred.	155,000	8	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	...	90
Ohio and Mississippi, pref.	3,500,000	7	7	...	74 1/2
Paterson and Hudson,* guar.	630,000	8	8	...	...
Paterson and Ramapo,* guar.	248,000	...	5	...	...
Peoria and Bureau Valley,* guar.	1,200,000	...	6	...	...
Philadelphia and Erie,*	5,996,700	...	10	...	...
Philadelphia and Reading, pref.	1,551,800	...	10	...	...
Philadelphia and Trenton,* guar.	1,099,720	...	10	...	...
Pittsfield and North Adams,* guar.	450,000	6	6	...	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...	...
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	...	...
Portsmouth and Concord*	350,000	7	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...	...
Rochester and Genesee Valley*	567,560	7	7	...	...
Rutland, preferred.	...	7	7	...	91 1/2
St. Louis, Alton and T. H., pref.	2,040,000	7	7	...	48
Sandusky and Cincinnati, pref.	445,586	6	6	...	45
Schuylkill Valley,* guar.	576,600	5	5	...	...
Shamokin Valley & Pottsville,* guar.	899,450	5	5	...	...
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	...	...
" 2d pref.	1,309,000	7	...	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	...	90
Troy and Greenbush,* guar.	274,000	7	7	...	...
Vermont and Canada,* guar.	2,500,000	8	8	...	...
Warren,* guar.	1,408,300	7	7	...	...
White Mountains,* guar.	200,000	6	5	...	...
Wrightlev. York & Gettysburg,* pref.	317,050	...	...	...	...

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 87 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 86; Scrap Wrought, \$8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 85 per cent. ad val.

Pig, Scotch-Collins.....	per ton	55	@	—	—
Gartsherrie.....		53	@	54	
Glenarnock.....		50	@	51	
Eglinton.....		48	@	—	—
Pig, American, No. 1.....		45	@	—	—
Pig, American, No. 2.....		43	@	44	
Pig, American, Forge.....		38	@	—	—
Bar, Refined, English and American.....		110	@	—	—
Bar, Swedes, assorted sizes.....	(gold)	120	@	130	—

Bar. Swedes 11x14 11x16 11x18 11x20

(STORE PRICES.)

Bar, Swede, 1½ x 1½ x 1½ to 1½ x 1½ to 1½	145	@155
Bar, Refined, 1½ to 2 sq. 6 to 12 x 1½ & 1½	145	@155
Bar, Refined, 1½ to 2 in. rd. & sq.-1 to 6 in.	145	@155
Bar, Refined, 1½ to 6 by 1½ & 5-16 in.	110	@125
Bar, Refined, 1½ to 1½ by 1½ & 5-16 in.	112	50 @125
Large Rods, 2½ to 2½ to 3½ to 4 in.	120	50 @125
Scroll.....	120	@150
Ovals and Half-round.....	130	@150
Band, 1 to 6 in. by 3-16 to No. 12.....	120	@122 50
Horse Shoe.....	117	50 @127 50
Rods, 1½ to 3-16 inch.....	110	@152 50
Hoop, 1½ by No. 22 to 1 & 1½ by 13 & 14.....	127	50 @172 50
Nail Rod.....	per lb.	@ 9
Sheet, Russia, as to assortment.....	(gold) 16	@ 9
Sheet, Single D. and T. Common.....	6½	@ 7½
Sheet, Doubles and Trebles, Charcoal.....	7½	@ 8
Sheet, Galvanized.....	.....	List. 15 per ct. disc.
Rails, English.....(gold).....	per ton. 75	@ 75
Rails, American, at Works in Penna. c'y.....	80	@ 75
Anvils, (Eagle).....	per lb. currency.	@ 9

STEEL—Duty: Bars and Ingots, valued at 7 cent's per lb. or under, 2½ cents; over 7 cents and not above 11 3/4 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality).....	18	@	22
English Spring (2d and 1st quality).....	9	@	10 1/2
English Blister (2d and 1st quality).....	11	@	16
English German.....	11	@	14
English German (3d and 1st quality).....	11	@	14
American Blister.....	11	@	14
American, Cast, Tool.....	17	@	17
American, Spring.....	11	@	11
American Machinery.....	11	@	11 1/2
American German.....	9	@	—

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad-val.—all less 10 per cent.

10d. to 6d. Common.....	per keg.	—	@	5	60
8d. and 9d.		—	@	5	75
6d. and 7d.		—	@	6	—
4d. and 5d.		—	@	6	25
3d.		—	@	7	—
Out, 2d and 3d. Fine.....		—	@	7	75
4d. and 4d. Sugar Box.....		—	@	6	60
Out Spikes, all sizes.....		—	@	5	75
Horse Shoe, Forged (No. 10 to 5).....	per lb.	21	@	8	83
Copper.....		21	@	8	83
Yellow Metal Sheathing and Slating.....		27	@	80	—

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....	(gold). per lb.	—	@	—	30
Straits.....	(gold).	—	31	@	31
English.....	(gold).	—	31	@	32
Plates—Fair to good brands.....	Gold.....	Currency.....			
I. C. Charcoal....	per box.	11	@	11	50
I. C. Coke.....	10	@	10	25	11 50
Coke Terne.....	8 50	@	9	—	9 75
Charcoal Terne.....	10	@	10	25	11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	10 1/2	10 1/2
Crude, 40 @ 47 gravity (in shipping order).....	15 1/2	16
Refined, Standard White (in ship'g order).....	24 1/2	27 1/2
Refined, S. W. (in jobbing lots).....	6	
Refined, S. W. (in tin).....	28 1/2	29
Naphth, Refined, (65 @ 73 gravity).....	16 1/2	16 1/2
Rosiduum..... per bbl.	11 1/2	12

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.....	@	43
Copper, Bolts.....	@	45
Copper, Braziers' (over 16 oz.).....	@	45
Copper, Nails.....	@	45
Copper, Old Sheathing, &c., mixed lots.....	28	30
Copper, English Pig.....	@	30½
Copper, American Ingot.....	30	34

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents

per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.
 Spanish.....(gold) per 100 lb. 6 37½ @ 6 62½
 German.....(gold) 6 37½ @ 6 62½
 English.....(gold) 6 50 @ ?

Bar	—	—	@	9	25
Sheet	—	—	@	9	25

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels
 80 lb. to the bushel; Anthracite, 75 cts. per ton of 28 bushels

80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 23 bushels of 80 lb. to the bushel.

Newcastle Gas.....	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel.....	—	@18 —
Liverpool House Cannel.....	—	22 @23 —
Anthracite (by cargo).....	per ton of 2,000 lb.	—

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th.2	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Danton Co.....		102	102			
Central Pacific 6s.....	99	99	99		99	99
Central of N. Jersey.....	102	102			100	x 110
Chicago & Alton.....						114
.. pref.....						
.. 1 M.....		100	x			
.. S. F.....						
.. Inc. bds.....		96				
Chicago, Burl. & Q.....			188			
.. 8s, 1883.....				82	82	81
Chic. & Northwestern.....				87		87
.. pref.....			99			99
.. 1st M.....						
.. S. F.....						
.. Consol.....	91	91				91
Chic., Rock Isl. & Pac.....	111	112	111	110	109	110
Chl., R. I. & Pa. 7s, 1890.....		100	x 100	100	100	100
Clev., Col., C. and Ind.....	93		93	93		93
Clev. & Pittsburg guar.....	89	89	89	89		89
.. 2 M.....						
.. 3 M.....						
.. 4 M.....						
Clev. and Toledo.....				49		100
.. S. F. 7s.....					96	
Col., Ohl., & Ind. C.....	87	88	87	38	38	38
.. 1 M.....	88	88	88		89	89
.. 2 M.....						
Del. & Hudson Canal.....		104	109	72	72	72
Del. Lack. & Western.....		94	94	94	94	94
.. 1 M. 7s.....						
.. 2 M. 7s.....						
Erie Railway.....	61	63	62	63	63	62
.. pref.....					78	
.. 1 M. 7s, 1897.....				101		101
.. 2 M. 7s, 1879 98.....			98			99
.. 3 M. 7s, 1883.....						
.. 4 M. 7s, 1880.....		93	94			95
.. 5 M. 7s, 1888.....			92			
.. 7s, con. gold.....						
Great Western 2d mort.....						
Hannibal & St. Joseph.....	48	48	48	49	50	48
.. pref.....	70	70	70	71		70
.. 8s, conv.....				92	93	93
Hudson River.....					102	
.. 2 M. S. F.....						
.. 3 M. 7s, 1875.....						
Illinois Central.....		102	128	126	124	125
.. bds.....						
Lake Shore & Mich. S. 9th.....	96	96	96	96	96	96
Lake Shore Div. bonds.....			93		93	
Marietta & Cin. 1st pref.....					93	
.. 2d pref.....						
Michigan Central.....				109	108	107
.. S. F. 8s, 1892.....	114					116
M. S. and N. Y. 1 M. S. F.....						
.. 2 M.....	97				97	
Mariposa Mining Co.....						
.. pref.....					27	23
Milw. and St. Paul.....	54	54	54	54	55	55
.. pref.....	77	77	77		77	77
.. 1st mort.....	90	x				90
.. 2d mort.....						
.. 8s.....						106
.. 7 3-10s con.....	x	95	95	94		
.. 7s, gold.....	95	x	95	95		
Missouri 6s.....		92	x 93	93		
.. H. & St. J. les.....						
Morris and Essex.....		90	90			90
.. 1st mort.....			104			105
.. 2d mort.....					93	98
N. Y. Cen. & Hud. Riv. 99	99	98	99	100	101	102
.. 7s, S. F. 1876.....					101	
.. 6s, S. F. 1883.....						92
.. 6s, S. F. 1887.....						
N. York and Harlem.....	114		114	114	114	115
.. pref.....						
.. 1 M. 7s, 1873.....			100	100	100	
N. York, N. Hav. & Hart.....	139					140
N. Carolina 6s. old.....	33					
.. new.....		19				

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	109	110	110	110	110	110
U. S. 5s, 1874, coup.	109	110	110	110	110	110
U. S. 5s, 10-40s, reg.	109	110	110	110	110	110
U. S. 5s, 10-40s, coup.	109	110	110	110	110	110
U. S. 5s, 1881, reg.	114	115	115	115	115	115
U. S. 5s, 1881, coup.	114	115	115	115	115	115
U. S. 6s, 1881, reg.	114	115	115	115	115	115
U. S. 6s, 1881, coup.	114	115	115	115	115	115
U. S. 6s, 5-20s, reg.	112	113	113	113	113	113
U. S. 6s, 5-20s, c. 1862.	112	113	113	113	113	113
U. S. 6s, 5-20s, reg.	113	114	114	114	114	114
U. S. 6s, 5-20s, c. 1864.	113	114	114	114	114	114
U. S. 6s, 5-20s, c. 1865.	113	114	114	114	114	114
U. S. 6s, 5-20s, r. n. '65.	113	114	114	114	114	114
U. S. 6s, 5-20s, c. n. '65.	113	114	114	114	114	114
U. S. 6s, 5-20s, reg. '67.	113	114	114	114	114	114
U. S. 6s, 5-20s, c. 1867.	113	114	114	114	114	114
U. S. 6s, 5-20s, reg. '68.	113	114	114	114	114	114
U. S. 6s, 5-20s, c. '68.	113	114	114	114	114	114
U. S. 6s, 5-20s, c. '68.	113	114	114	114	114	114
U. S. 6s, Pac. R.R. issue.	112	113	113	113	113	113

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Catawissa preferred	42	42	42	42	42	42
Camden and Amboy	96	96	96	96	96	96
.. 6s, 1875	91	91	91	91	91	91
.. 6s, 1883	87	87	87	87	87	87
.. 6s, 1889	87	87	87	87	87	87
.. mort. 6s, '89	85	85	85	85	85	85
Elmira & Williamsport	95	95	95	95	95	95
.. pref.	95	95	95	95	95	95
.. 7s	95	95	95	95	95	95
Lehigh Navigation	39	38	38	39	39	39
.. 6s, 1884	90	90	90	90	90	90
.. Gold L.	90	90	90	90	90	90
.. R. E. L.	94	93	93	93	93	93
.. Conv. L.	94	93	93	93	93	93
Lehigh Valley R. R.	59	59	59	59	59	59
.. 6s new coup.	97	97	97	97	97	97
.. 6s new reg.	97	97	97	97	97	97
Little Schuylkill R. R.	95	95	95	95	95	95
.. 7s	95	95	95	95	95	95
Minehill	53	53	53	53	53	53
Morris Canal	124	124	124	124	124	124
.. pref.	124	124	124	124	124	124
North Pennsylvania	50	50	50	50	50	50
.. 6s, 1880	94	94	94	94	94	94
.. 7s	94	94	94	94	94	94
.. 10s, 1887	110	110	110	110	110	110
Northern Central	32	32	32	32	32	32
Oil Creek & Alleg. Riv.	32	32	32	32	32	32
.. 7s	32	32	32	32	32	32
Pennsylvania R. R.	57	57	57	57	57	57
.. 1st M.	98	98	98	98	98	98
.. 2d M.	97	97	97	97	97	97
.. Gen. mort.	98	98	98	98	98	98
.. reg.	97	97	97	97	97	97
Penn. State, 6s, 1st series	106	106	106	106	106	106
.. 6s, 2d series	106	106	106	106	106	106
.. 6s, 3d series	106	106	106	106	106	106
Philadelphia City, 6s	95	95	95	95	95	95
.. new	100	100	100	100	100	100
Philad. Germ. & Nor.	56	57	56	56	56	56
Phila. & Reading	28	28	28	28	28	28
Philadelphia and Erie	89	89	89	89	89	89
.. 6s	89	89	89	89	89	89
.. 7s	89	89	89	89	89	89
Phila. Wilm. & Balt.	18	18	18	18	18	18
Schuylkill Navigation	76	76	76	76	76	76
.. pref.	76	76	76	76	76	76
.. 6s, 1882	76	76	76	76	76	76
.. 6s, 1876	76	76	76	76	76	76
.. 6s, 1872	76	76	76	76	76	76
United Co. of N. Jersey	121	121	121	121	121	121
Hestonville, (Horse)	18	18	18	18	18	18
Chestnut & Wal.	18	18	18	18	18	18
Green & Coates	18	18	18	18	18	18
2d and 3d streets	18	18	18	18	18	18
Spruce and Pine	18	18	18	18	18	18
13th and 15th sts.	18	18	18	18	18	18

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore City 6s, 1875	97	97	97	97	97	97
.. 1886	96	96	96	96	96	96
.. 1890	96	96	96	96	96	96
.. 1884	96	96	96	96	96	96
.. 1900	96	96	96	96	96	96
Balt and Ohio	154	154	154	154	154	154
.. bonds, 1875	95	95	95	95	95	95
.. 1880	95	95	95	95	95	95
.. 1885	95	95	95	95	95	95
Marietta & Cin. 1st M.	100	100	100	100	100	100
.. 2d M.	80	80	80	80	80	80
.. 3d M.	80	80	80	80	80	80
Northern Central	93	93	93	93	93	93
.. bonds, 1885	87	87	87	87	87	87
.. 1900	91	91	91	91	91	91
Pittsb. & Connellsv. 7s	92	92	92	92	92	92
N. W. Va. 1st mort.	54	54	54	54	54	54
.. 2d mort.	54	54	54	54	54	54
.. 3d mort.	54	54	54	54	54	54
Virginia Cc, Consol.	15	15	15	15	15	15
.. Defer. Certif.	15	15	15	15	15	15
City Passenger R. R.	15	15	15	15	15	15

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Boston and Albany	146	147	147	147	147	147
Boston and Lowell	124	124	124	124	124	124
Boston and Maine	149	149	149	149	149	149
Boston and Providence	149	149	149	149	149	149
Boston, Hartford & Erie	54	54	54	54	54	54
.. 7s, new	44	45	44	45	45	45
Cheshire, pref.	114	114	114	114	114	114
Chi. Burl. & Quincy	114	114	114	114	114	114
Concord	131	131	131	131	131	131
Connecticut River	102	102	102	102	102	102
Fitchburg	102	102	102	102	102	102
Manchester & Lowell	131	131	131	131	131	131
Michigan Central	114	114	114	114	114	114
Northern, N. H.	113	113	113	113	113	113
Ogdens & Lake Champlain	69	69	69	69	69	69
Old Colony & Newport	112	112	112	112	112	112
Ph. W. & Baltimore	55	55	55	55	55	55
Port'd, Saco & Ports	55	55	55	55	55	55
Union Pacific	86	86	86	86	86	86
.. 6s	86	86	86	86	86	86
.. Land Grant 7s	77	77	77	77	77	77
.. Income 10s	78	79	79	79	79	79
Vermont & Canada	80	80	80	80	80	80
Vermont & Mass.	86	86	86	86	86	86
South Boston (Horse)	69	69	69	69	69	69
Cambridge	58	58	58	58	58	58
Metropolitan	58	58	58	58	58	58
Middlesex	58	58	58	58	58	58
Central Mining Co.	19	19	19	19	19	19
Copper Falls	20	19	19	19	19	19
Franklin	10	11	11	11	11	11
National	12	12	12	12	12	12
Pewabic	12	12	12	12	12	12
Quincy	54	53	52	51	50	50

London Stock Exchange.

	Closing	Prices
Atlantic & Gt. W. 1st mort., \$1,000	75	77
Do. 2d mort., \$1,000	61	63
Do. Con. mort. B'n'ds Bisch's Cert.	33	35
Do. Reorg. Scrip.	97	99
Do. Leas. Lines, Rental Bonds	89	91
Detroit & Milwaukee 1st mort. Bonds	74	77
Do. 2d do.	74	77
Erie shares 100 dol. all paid	42	43
Do. Ticket of Protec. Com. attached	90	92
Do. 6 per cent Convertible Bonds	90	92
Do. European Agency Certificates	90	92
Illinois Central \$100 shares all paid	99	101
Do. Redemption mort. bonds 6 p.c.	98	100
Illinois & St. Louis Bridge 1st mort.	97	98
Marietta and Cincinnati Rail. Bonds	83	87
Michigan Central 8s 1882, conv.	90	100
Panama 2d mort.	90	100
Panama General mort.	92	94
Pennsylvania, 2d mort.	98	100
Do. General mort.	96	97
Do. \$50 shares	45	47
Philadelphia and Erie 1st mort.	94	96
Do. with option to be paid in Phila.	94	96

American Railroad Journal.

Saturday, January 11, 1873.

Stock Exchange and Money Market.

Money worked easier for the borrowing interest most of the week, and the governing call loan rate to leading street firms was 7 per cent. per annum, on an increased offering of funds seeking temporary and profitable employment. The banks augmented their reserves, and were more liberal of accommodation. The speculative inquiry for aid was, though quite active, somewhat less urgent. Mercantile credits also were in more ready currency within the range of from 9@12 per cent. per annum for the best grades of business paper. Toward the close, however, there was some renewal of the stringency, especially in speculative circles, and a fractional commission was exacted in addition to the legal rate, from needy borrowers, on Stock collaterals, the market winding up quite briskly.

The clearances of the banks averaged through the week 128½ millions a day, and amounted in the aggregate, for the whole week, to \$642,834,842 as against \$608,815,757 the preceding week. The U. S. Sub-Treasury at this point slightly reduced its

currency balance, and enlarged its coin reserve as the result of the week's business.

The U. S. Sub-Treasury office last week received \$4,306,950 of currency, and \$4,887,512 of gold, the latter including \$1,742,000 from customs; and disbursed \$4,474,748 of currency and \$4,728,265 of gold, the latter embracing \$1,723,576 of coin interest, after Jan. 1. The receipts of the office in December were \$42,413,859, including \$6,951,775 from customs; payments, \$41,225,682 including \$3,930,315 of coin and \$1,125,320 of currency on interest account.

The city banks, in their latest return, show a gain of \$45,800 of legal tender notes with an increase of \$2,236,300 of specie and of \$5,278,500 in their deposits, with an addition of \$3,148,500 to their loan and discount averages, and of \$40,800 to their item of circulation. The city bank exchanges, last week, averaged 128½ millions. The banks now hold \$2,788,025 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$19,478,100, against \$28,820,600 same time last year. The city bank deposits are now \$203,808,100 against \$205,828,200, week ending Jan. 6, 1873. The legal tender reserve amounts to \$41,165,400, against \$40,058,500 same time last year. The circulation now stands at \$27,613,800 against \$28,492,200 same time last year. The loans are now \$277,720,900 against \$272,704,400 at this date last year.

The coin reserve of the city banks is now about 19½ millions as against about 25¾ millions on the 20th of July; the legal tender reserve is about 41½ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 203¾ millions, against 247½ millions on the 20th of July.

Under the official programme of the Treasury Department for January, 1873, Government proposes to sell Gold, as follows: Thursday, January 16—One Million. Thursday, January 23—One Million. Thursday, January, 30—One Million. And to buy U. S. Five Twenties, as follows: Wednesday, January 15—One Million. Wednesday, January 22—One Million. Wednesday 29—One Million.

Government revenues yielded quite moderately, through the past week. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, \$62,636,520. The customs at the port of New York, for the week, were \$1,241,226, and at the out-ports, about \$425,000, more, in coin or coin certificates.

The Gold movement has been somewhat brisker, in the speculative line, but at less firm rates. The customs call has been limited, and the export drain quite moderate. The range of the price during the week has been from 111½@112¼, and the closing quotation on Wednesday was 112½ against 111½ of the preceding week. The specie outflow last week, was \$881,920. The Gold Exchange Bank clearances have averaged about 42 millions per day during the week.

Owing in the main to the decrease of internal revenue receipts, the Treasury Department at Washington, reports an increase of \$1,684,308 in the Public Debt in December,

The Secretary of the Treasury has called in three per cent. certificates dated from November 22, 1868, to January 25, 1869, \$5,000 each, numbered from 5,404 to 5,545 inclusive, and \$10,000 each from 4,823 to 5,206. Interest will cease February 28, 1873.

The customs demand for Gold last week, averaged \$348,400 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were \$5,488,647 against \$8,582,209 same time in 1871. The total customs revenue of the Government, in coin, at this port, since July 1, has been \$69,292,869 against \$79,692,221 during the same time in 1871-2. For the year 1872, the customs revenue of the port was \$143,817,045, against \$153,814,406 in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$46,881,513, against \$49,572,632 during the same time in 1871-2. For the year 1872, the coin interest disbursements here were \$81,265,672, against \$88,408,515 in 1871.

The export drain of specie was \$813,919 last week, against \$3,240 same week preceding year. The shipments since July 1, 1872, have been \$35,626,029 against \$22,660,523 during the same portion of 1871.

Foreign Exchange has been quoted firmer, though not active. Bankers' sixty day bills on London closed 109 $\frac{3}{4}$ @109 $\frac{1}{2}$; sight bills on London, at 110 $\frac{3}{4}$ @110 $\frac{1}{2}$. The weeks exports of Domestic Produce have been to the currency value of \$3,513,906.

Government securities have been in more general request, chiefly on investment account, at much firmer prices. The offerings of most issues have been quite limited. The Six per cents of 1881, new Five Twenties, and new Fives are now quoted ex the January coupons.

U. S. sizes of 1881 closed on Wednesday of this week at 116@116 $\frac{1}{4}$ U. S. Five-Twenties of 1862, 113 $\frac{1}{4}$ @113 $\frac{1}{2}$; U. S. Five-Twenties of 1864 at 113 $\frac{1}{4}$ @113 $\frac{1}{2}$; U. S. Five-Twenties of 1865, 114 $\frac{1}{4}$ @115; U. S. Five-Twenties of 1865 consolidated, 113 $\frac{1}{4}$ @114; U. S. Five-Twenties of 1867, 114 $\frac{1}{4}$ @115; U. S. Five-Twenties of 1868, 114 $\frac{1}{4}$ @115; U. S. Ten-forties at 110 $\frac{3}{4}$ @110 $\frac{1}{2}$; U. S. Fives of 1881 (Funding Loan) 112 $\frac{1}{4}$ @112 $\frac{1}{2}$; Six per cent. currency Sixes from 118@118 $\frac{1}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 24.	Dec. 31.	Jan. 8.
Consols	92	91 $\frac{1}{2}$	92 $\frac{3}{4}$
U. S. 5-20s, 1865	92 $\frac{1}{2}$	92 $\frac{1}{2}$	98 $\frac{1}{4}$
" 1867	92	92 $\frac{1}{4}$	93 $\frac{1}{4}$
" 10-40s	88 $\frac{3}{4}$	89	89 $\frac{3}{4}$
New Fives of 1881....	89 $\frac{3}{4}$	89 $\frac{3}{4}$	90 $\frac{3}{4}$
Erie	49 $\frac{3}{4}$	50 $\frac{3}{4}$	50 $\frac{3}{4}$

State bonds have been in moderate request at about steady rates.

Railroad bonds of the more substantial class have been in fair investment demand at firm prices. Central Pacific Sixes closed firmly at from 99 $\frac{3}{4}$ @99 $\frac{3}{4}$, ex the January three per cent. (coin) coupon.

Railway and Miscellaneous share property has been less confidently and generally much less firm as to values, on more urgent offerings, in good part on speculative account, and, said to have been, with a view to the depression of prices.

General business has been on a quite moderate

scale, in most lines. Flour, Wheat, Corn, Oats, Pork, Bacon, Lard and Cotton have been the most confidently sought after of all articles in the produce line. There has been increased activity in Ingot Copper and Tin Plates at buoyant prices, but other metals have been quiet. Middling upland cotton, left off on Wednesday at 20 $\frac{3}{4}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,794,937 bales, against 1,588,861 bales same time in the preceding year; exports 909,105 bales against 728,511 bales in the previous year; stock at the ports at latest dates, 509,842 bales against 515,656 bales same date 1871.

Foreign Merchandise has been generally dull, within the previous range, as to prices, as a rule. The week's imports amounted to \$6,286,904, including \$1,499,643 of dry goods.

Ocean freights have been more active, but at reduced rates, on an increased supply of room, especially sail.

At the Live Stock Markets, Beeves have been in fair demand at from 6 $\frac{1}{2}$ @18 $\frac{1}{2}$ cts. Veals in moderate request at 6 $\frac{1}{2}$ @11 cts.; Sheep at from 4 $\frac{1}{2}$ @8 cts.; Swine at 4 $\frac{1}{2}$ @5 cts. per lb., all live weight. The week's receipts were 6,888 Beeves, 610 Veal Calves, 25,533 Sheep and Lambs, and 31,667 Swine. The aggregate receipts in 1872 were 425,275 Beeves, 5,089 Cows, 115,130 Calves, 1,179,518 Sheep and 1,922,727 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 22; N. Y. State 7s, B. L. reg., 105; Brooklyn 6s, W. L., 94 $\frac{3}{4}$; Memphis and Charleston 1st mort., 86; Western Pacific bonds, 89 $\frac{1}{4}$; Central of New Jersey 1st mort. new, 105 $\frac{1}{4}$; Lake Shore and Michigan Southern consols coupon, 96; Boston, Hartford and Erie R. R., 9; do. 1st mort., 44 $\frac{3}{4}$; Quincy and Toledo 1st mort., 92; Burlington, Cedar Rapids and Minnesota 1st mort., 89; Cedar Falls and Minnesota 1st mort., 80; Toledo, Peoria and Warsaw 1st mort. W. D., 91; Lafayette, Bloomington and Miss. 1st mort., 90; Pekin, Lincoln and Decatur 1st mort., 88; Hannibal and Central Missouri 1st mort., 83; Louisville and Nashville consols, 1898, 93; Gt. Western 1st mort., 1888, 97; Del., Lack. and Western consols, 98; Ohio and Mississippi consols, 92 $\frac{1}{2}$; Long Dock bonds, 92; Albany and Susq. 2d mort., 93; Clev., Col., Cin. and Ind. 1st mort., 101; North Missouri 1st mort., 90; New Jersey Southern R. R., 26; do. 1st mort., 73 $\frac{1}{2}$; Milwaukee and St. Paul 7s, Iowa Div., 87; St. Louis Kansas City and Northern pref., 66; Mo., Kansas and Texas R. R., 42; St. Louis and Iron Mt. R. R., 95; do. 1st mort., 97 $\frac{1}{2}$; Consol Coal, of Md., 47 $\frac{3}{4}$; New Central Coal, 47 $\frac{3}{4}$; American Coal, 54 $\frac{1}{2}$; Maryland Coal, 21; Adams Exp., 95; U. S. Exp., 79 $\frac{3}{4}$; Am. Mer. Union Exp., 70 $\frac{1}{4}$; Western Union Tel., 81 $\frac{3}{4}$.

Philadelphia.—Lehigh Valley 7s, new, 104; Lehigh Nav. conv. gold, loan, 93; Danville, Hazleton and Wilkesbarre 7s, 80; Philadelphia and Reading Gen'l mort. 7s, coupon, 100 $\frac{1}{2}$; do. reg., 102; do. 7s, new, con., 101 $\frac{1}{2}$; do. 7s, 1893, 103; Huntington and Broad Top Mt. R. R., 10; do. 1st mort., 102 $\frac{1}{2}$; Pennsylvania and New York Canal 7s, 95; Sunbury and Erie 7s, 101; West Chester and Phila. 7s, 102; West Jersey R. R. 7s, 104; do. 6s, 83; Warren and Franklin 1st mort.,

80 $\frac{3}{4}$; Pennsylvania Canal 6s, 72; Ithaca and Athens 7s, 99; Harrisburg and Lancaster 6s, 89 $\frac{3}{4}$; Pittsburg, Cincinnati and St. Louis 7s, 81; Belvidere Delaware 2d mort., 82 $\frac{1}{4}$; Nesquehoning R. R., 54 $\frac{1}{2}$; Catawissa R. R., 19 $\frac{1}{2}$; Pittsburg 5s, 72. The latest quotations are: City 6s, 96 $\frac{1}{2}$ @—; do. free of tax, 100 $\frac{1}{2}$ @100 $\frac{1}{4}$; Pennsylvania State 6s, 1st series, 100@101; do. 2d series, —@106; do. 3d series, 106 $\frac{3}{4}$ @106 $\frac{1}{2}$; Philadelphia and Reading, 56 $\frac{3}{4}$ @56 $\frac{3}{8}$; do. Gen'l mort. 7s, coup., 100 $\frac{1}{2}$ @101 $\frac{1}{2}$; do. reg., 101@102; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 101 $\frac{1}{2}$ @102; United New Jersey R. R. and Canal Co., 122@123; Camden and Amboy mort. 6s, 1889, 94@95; do. 1883, 91@91 $\frac{1}{2}$; do. 1889, 87@87 $\frac{1}{4}$; Pennsylvania R. R., 56 $\frac{3}{4}$ @57; do. 1st mort., 98@98; do. 2d mort., 96 $\frac{1}{2}$ @97 $\frac{1}{2}$; do. General mort. coupon, 93@—; do. reg., 94 $\frac{1}{2}$ @95; Little Schuylkill R. R., 45 $\frac{1}{2}$ @—; Morris Canal, 50@50 $\frac{1}{2}$; do. pref., 123 $\frac{1}{2}$ @125 $\frac{1}{4}$; do. 6s, 90@—; Susquehanna Canal, 7@9 $\frac{1}{2}$; do. 6s, 75 $\frac{1}{2}$ @76; Schuylkill Nav., 7@7; do. pref., 13 $\frac{1}{2}$ @14; do. 6s, 1882, 76@—; do. 1872, 79@81; Elmira and Williamsport pref., 40@40; do. 7s, 1873, 93@—; do. 5s, 58@60; Lehigh Coal and Navigation, 38 $\frac{3}{4}$ @39; do. 6s, 1884, 86 $\frac{1}{2}$ @86 $\frac{1}{2}$; do. R. R. Loan, 93@94; do. Gold Loan, 91 $\frac{1}{2}$ @92; North Pennsylvania, 50 $\frac{1}{2}$ @51; do. 6s, 97@98; do. 7s, 95 $\frac{1}{2}$ @96; do. Chattle 10s, 110@112; Philadelphia and Erie, 27@27 $\frac{3}{4}$; do. 6s, 89 $\frac{1}{2}$ @90 $\frac{1}{2}$; Minehill, 51@—; Catawissa, 19 $\frac{1}{2}$ @20 $\frac{1}{2}$; do. pref., 43@—; do. 7s, 1900, 100@100; Lehigh Valley, 58 $\frac{3}{4}$ @59; do. 6s, new coupon, 93@96; do. reg., 95 $\frac{1}{4}$ @95 $\frac{3}{4}$; do. 7s, 103 $\frac{3}{4}$ @104; Fifth and Sixth streets, (horse), 51@52; Second and Third, 59@60; Thirteenth and Fifteenth, 18@20; Spruce and Pine, 31@32; Green and Coates, 45@—; Chestnut and Walnut, 57@58; Hestonville, 18 $\frac{1}{2}$ @18 $\frac{1}{2}$; Union, —@73; Germantown, 30@—.

Boston.—Vermont Central 1st mort., 44; Burlington and Missouri R. R. 8s, in Nebraska, 100 $\frac{3}{4}$; Phila., Wil. and Balt., 6s, 95; Boston, Clinton and Fitchburg 7s, 1889, 90; Leavenworth, Lawrence and Galveston 1st mort. 10s, 85; Old Colony R. R. 6s, 1876, 97; do. 7s, 101 $\frac{1}{2}$; Cheshire R. R. 6s, 1880, 88 $\frac{1}{2}$; Cedar Rapids and Missouri 7s, 1891, 88 $\frac{3}{4}$; Maine Central 7s, 100; Essex R. R. 6s, guar., 90 $\frac{3}{4}$; Kansas City and Cameron R. R. 10s, 100; Atchison, Topeka and Santa Fe R. R., 25 $\frac{1}{2}$; Eastern R. R. 6s, 1889, reg., 90; do. 7s, 101; Cincinnati, Sandusky and Cleveland R. R., 18 $\frac{1}{2}$; Chicago, Burlington and Quincy rights, 23 $\frac{1}{2}$; Rutland R. R., 13; do. pref., 61 $\frac{1}{2}$; do. scrip, 90; Burlington and Missouri River R. R. in Iowa, 114 $\frac{1}{2}$; Connecticut and Passumpsic Rivers R. R., pref., 91 $\frac{1}{4}$; Boston and Lowell R. R. new, 114; Pittsfield and North Adams R. R., 83 $\frac{1}{2}$; Norwich and Worcester R. R., 123; Boston Water Power, 45 $\frac{3}{4}$; do. scrip, 70; Cary Imp., 13 $\frac{1}{4}$; Waverly Land, 5; Brookline Land, 6 $\frac{3}{4}$; Maine 6s, 1889, 99; Massachusetts 5s, 1883, gold, 99 $\frac{3}{8}$; do. 5s, Bounty Loan, 98 $\frac{1}{2}$; do. 6s, 1876, gold, 107 $\frac{1}{4}$; New Hampshire 6s, 1884, 96 $\frac{3}{4}$; Boston 6s, 1880, currency, 99; do. 5s, 1884, gold, 96 $\frac{3}{4}$; Haverhill 6s, 1883, 95 $\frac{1}{2}$; St. Louis 6s, 1889, 87 $\frac{1}{4}$; Chicago 7s 1892, 97 $\frac{3}{4}$; Chelsea 6s, 1893, 95 $\frac{3}{4}$; Cincinnati 7s, 3 10s, 103; Fall River 6s, 96 $\frac{1}{2}$; Hartford 6s, 1881, 95 $\frac{3}{4}$; Allouez Mining Co., 17; Calumet and Hecla, 155; Humboldt, 1 $\frac{3}{4}$; Meunard, 1 $\frac{3}{4}$; Petherick,

3½; Rockland, 3½; Ridge, 14; Shuniah Silver, 2½; Star, 70c.; St. Clair, 3¼.

Baltimore.—Maryland Defense bonds, 102½; Virginia consols, coupon, 80; Pittsburg and Connellsville 1st mort., 91¾; Northern Central 6s, 1900, gold, 92; Central Ohio R. R., 36½; do. 1st mort., 85½; Orange and Alexandria 4th mort. 8s, 88; Orange, Alex. and Manassas 7s, 78; Wilmington, Columbia and Augusta 7s, 76½; Union R. R. 1st mort., 91; Richmond and Danville 1st mort., 75½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76@77; Virginia Central 6s, 81@85; Pittsburg and Connellsville 7s, 1898, 91¾@92; Baltimore and Ohio, 154¼@155; do., 6s, 1875, 95@—; do., 1880, 94¼@—; do., 1885, 96@97; Parkersburg Branch, 11@15; Northern Central 38¼@40; do. 6s, 1885, 92@93; do., 1900, 87¼@88; do., 6s, 1900, gold, 91¾@92; N. W. Va. 1st mort., 103@105; do., 2d mort., —@—; do., 3d mort., 1885, —@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100¾@102¼; do., 2d mort., 7s, 88@88¾; do., 3d mort., 8s, 81¾@81½; Central Ohio, 36@37; do., pref., 40@40; do. 1st mort., 85¾@86; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 94@—; do., 2d mort. guar., 94@—; do. 3d mort., guar., 94@—; do. 2d mort. pref., 70½@83; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@76; Orange and Alexandria 1st mort. 6s, 95@97; do., 2d mort. 6s, 85@88; do., 3d mort. 8s, 93@97; do., 4th mort. 8s, 82¾@83¼; Orange, Alex. and Manassas 7s, 77½@78½; Virginia and Tennessee 1st mort. 6s, 96@103; do., 6s, 2d mort., 75@80; do. 8s, 3d mort., 89@91; Baltimore 6s, 1875, 97@97½; do., 1884, 96@96½; do. 1886, 95½@96; do., 1890, 96¾@96½; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96@96½; do. 1900, new, 96@96½; do. 1902, 96@—; Memphis City 6s, 51½@54; Maryland Defense Loan, 1883, 102@102½; Virginia 6s, old, 38¼@42; do. consols. 6s, 55@55½; do. reg. 51@—; do. coupon, 75@81; West Virginia, 15¼@16; City Passenger R. R., 20@23; George's Creek Coal, 100@120.

International Railroad.

This road is now in operation from Herne to Longview, a distance of 175 miles. Longview is at the intersection of the Southern Pacific, running west from Shreveport. It is also to reach Texarcana, on the Arkansas line, by the first of June next (a distance of 250 miles from Hearne), at which point it will be met by the Cairo and Fulton. There will then remain to be completed the stretch of 200 miles between Austin and Laredo, Mexico, on the southwest. The International has been consolidated with the Houston and Great Northern, now nearly if not quite completed to Palestine, Texas, thence to be built from Troup to Tyler, and so on to meet the Missouri, Kansas and Texas road on the Red river. The Galveston News says that by the middle of January one can, by the Central and International roads, take the cars from Galveston, or from Houston, and proceed direct to Shreveport by steam.

The track-layers on the line of the Cleveland, Mt. Vernon and Columbus road have reached Canterbury, a point about fourteen miles west of Mt. Vernon and thirty miles from Columbus. The road will be open for through business early in the spring.

Muskingum Valley Railroad.

The Ohio State Journal says that a meeting of the stockholders of the Cincinnati and Muskingum Valley Railroad Company is to be held in Zanesville on the 9th inst., to determine the question of leasing their road to the Pittsburg, Cincinnati and St. Louis Railroad Company, and then adds:

It is well known that the Little Miami has for some time been in the control of the Pittsburg, Cincinnati and St. Louis Railroad Company, and the lease of the Cincinnati and Muskingum Valley, will give them an almost independent road from Lexington, in Perry county—the heart of the coal field—into Cincinnati—the line from Morrow to the city, for the most part being a double track. The managers of the Pittsburg, Cincinnati and St. Louis Company have shown commendable foresight in this matter, and while manufacturers and capitalists are wrangling over routes and projecting surveys, this company is quietly preparing to supply the wants of Porkopolis, without asking subscriptions to the capital stock.

It is stated that the whole survey of the Southern Maryland railroad, from Brandywine to St. Mary's river, is completed or within a few days of completion, and that active operations will now be commenced to finish the grading and other work that yet remains to be done. The friends of this road express the fullest confidence that a large portion of it will be in "running order and running" before the coming summer months and that all of it will be graded, if not finished, at an early day thereafter.

At the annual meeting of the South Boston Railroad Company, held on the 31st ult., the old board of directors were re-elected, namely, Messrs. Seth Adams, E. H. Baker, D. A. Bradford, J. C. Gibson, Wm. Parsons, S. E. Westcott, J. Adams. The Secretary's report shows that for the year ending September 30, 1872, there remained a surplus of \$17,051 84; the earnings have been \$313,623 98; payments, \$249,871 49; dividends, \$43,576 92; leaving on hand \$18,175 57.

The Baltimore Bridge Co. since its organization, has built over 100 bridges and viaducts, measuring in length over nine miles, and containing 13,000 tons of iron and steel, in addition to millions of cubic feet of timber and masonry; among which is one draw-span 366 feet long, and one viaduct in South America the highest in the world.

The Levant Herald says that the construction of the Roumelian railways continues to make gradual but steady progress towards Adrianople. The line from Stamboul, already completed as far as Tchiorlou, is being pushed on actively to Kouleli and Bourgas.

The Augusta (Ark.) Bulletin says that within sixty days trains will run from Little Rock to St. Louis over the Cairo and Fulton and Iron Mountain railroads. Within six months trains will run from Little Rock to Louisville over the Cairo and Fulton road, via Cairo.

The first train over the Toledo, Tiffin and Eastern Railroad, made a trip from Toledo to Mansfield, Dec. 20th. It is expected that regular trains will be placed on the road by the 15th of January, when through connections will be made at Mansfield, east and west.

Commerce of Baltimore.

During 1872 the arrivals of vessels of all classes at this port were 5,523, of which 2,076, including 848 schooners, were American, 2,118, including 290 schooners, were British.

IMPORTS FOR THE YEAR.

The imports into the port of Baltimore of the principal articles during the year 1872 were as follows as compared with 1871:

	1872.	1871.
Coffee bags.....	372,895	568,064
Cocoanuts.....	1,250,000	1,500,000
Lemons, boxes.....	21,732	28,162
Oranges, boxes.....	50,529	68,949
Figs, drums.....	1,900	2,850
Figs, cases.....	107	321
Raisins, boxes.....	91,229	64,662
Guano, tons.....	3,007	12,985
Hides, Buenos Ayres.....	5,878	2,281
Hides, other foreign ports.....	14,110	18,641
Horns.....	90,000	40,000
Iron, bars.....	11,940	32,600
Iron, pig, tons.....	5,418	7,066
Iron, bundles.....	2,486	16,586
Iron, railroad bars.....	103,003	98,970
Molasses, hides.....	21,359	21,546
Molasses, tierces.....	1,707	1,773
Molasses, bbls.....	99	209
Rice, bags.....	28,965	15,873
Salt, Liverpool, sacks.....	167,527	193,112
Salt, W. Indies, bushels.....	248,693	101,413
Sugar, hdds.....	105,656	110,209
Sugar, tierces.....	4,027	2,019
Sugar, bbls.....	8,926	18,184
Sugar, boxes.....	83,937	52,992
Sugar, bags.....	33,000	28,920
Lead, pig.....	19,116	24,803
Tin plates, boxes.....	190,511	135,315

EXPORTS FOR THE YEAR.

The following are the principle articles shipped to foreign ports during the year 1872, as compared with the previous year:

	1872.	1871.
Bark, quercitron, bags....	44,848	31,415
" " hogsheads.....	153	246
Bread, barrels.....	19,719	15,147
Corn Meal, barrels.....	65,807	55,575
Flour, barrels.....	30,371	505,723
Wheat, bushels.....	74,976	995,140
Corn, bushels.....	5,133,480	1,845,840
Coal, tons.....	55,533	35,421
Cotton, bales.....	16,084	33,360
Lumber, feet.....	3,539,000	2,922,000
Shooks and heads, number.....	252,437	288,825
Staves.....	832,000	454,000
Rosin, barrels.....	24,592	27,914
Oil Cake, packages.....	86,524	129,551
Petroleum, gallons.....	1,059,167	2,794,811
Bacon, pounds.....	391,015	454,182
Beef, pounds.....	563	878
Butter, pounds.....	100,396	141,410
Cheese, pounds.....	75,393	94,276
Lard, pounds.....	12,828,645	4,373,914
Pork, barrels.....	12,352	6,763
Candles, pounds.....	344,520	454,861
Tobacco, hogsheads.....	48,778	58,638
Tobacco stems, hogsheads.....	4,555	5,972
Tallow, hogsheads.....	1,130	539

The Stockholders of the Pittsburg, Cincinnati and St. Louis Railway Company, at their meeting in Steubenville on the 31st ult., voted, 135,009 to 1,275, to accept the lease of the Muskingum Valley Railroad. This line taps the P., C. and St. L. Railway at Dresden, Muskingum county, and runs to Morrow, the county seat of Warren county, and constitutes a very important route southwest through a rich agricultural country.

The Galena and Southern Wisconsin railroad is completed from Galena to Platteville, a distance of 26 miles.

Journal of Railroad Law.

RAILROAD COMPANIES—CONTRIBUTORY NEGLIGENCE OF PARENTS—WHAT IS PROPER AGE OF CUSTODIAN OF INFANT.

The facts in the recent case of Ihl Administrator, &c., vs. The Forty-Second Street and Grand Street Ferry Railroad Company, (47 N. Y., 317,) are fully and clearly stated in the following opinion by—

RAPALLO, J.—The absence of proof of special pecuniary damage to the next of kin resulting from the death of the child would not have justified the court in non-suiting the plaintiff, or in directing the jury to find only nominal damages. It was within the province of the jury, who had before them the parents, their position in life, the occupation of the father and the age and sex of the child to form an estimate of the damages with reference to the pecuniary injury, present or prospective, resulting to the next of kin. Except in very rare instances, it would be impracticable to furnish direct evidence of any specific loss occasioned by the death of a child of such tender years; and to hold that, without such proof, the plaintiff could not recover, would, in effect, render the statute nugatory in most cases of this description. It cannot be said, as matter of law, that there is no pecuniary damage in such a case, or that the expense of maintaining and educating the child would necessarily exceed any pecuniary advantage which the parents could have derived from his services had he lived. These calculations are for the jury, and any evidence on the subject, beyond the age and sex of the child, the circumstances and condition in life of the parents or other facts existing at the time of the death or trial would necessarily be speculative, and hypothetical, and would not aid the jury in arriving at a conclusion. It has been held by this court, in several similar cases that the statute does not limit the recovery to the actual pecuniary loss proved on the trial. (Oldfield vs. N. Y. and H. R. R. Co., 14 N. Y., 310, 319. Omara vs. Hudson R. R. Co., 38 id., 445 and 450.)

The amount of the damages could have been reviewed in the court below, but cannot here. The only question that can be considered here is, whether any, or more than nominal damages were recoverable.

There was abundant evidence on the question of the defendant's negligence to require the submission of that branch of the case to the jury; and the only remaining question arising on the motion for a non-suit is whether the evidence showed such negligence on the part of the mother of the deceased, as to preclude a recovery in this action. The alleged negligence of the mother consisted in sending the deceased, aged three years and two months, across the avenue, through which the railroad ran, in charge of his sister who was of the age of nine and a half years.

It was not established by the evidence that the disaster was attributable in any degree to negligence or incompetence on the part of the sister. According to the evidence of several of the witnesses, the deceased fell upon the track at a sufficient distance in front of the car to have enabled her to extricate him had the driver been observant of what was passing and slackened his speed; and there was no request to submit to the jury the question whether the sister was negligent.

The defendant relied wholly upon the proposition that the sending of the child across the avenue and track unattended except by another child so young as the attendant in this case was proved to be, was negligence *per se*.

We are of opinion that the refusal so to charge was not error, and that the judge properly left it to the jury to say whether it was negligent "to permit the little daughter between nine and ten years of age to take the little boy to the drug store in the way she started to go." The competency of the little girl to act as attendant of the deceased, was matter of judgment.

There is no positive law by which it can be determined. She was not of such an extremely tender age as to place it beyond a doubt that she was incompetent and therefore it was proper to leave the question to the jury. See *Mangam vs. Brooklyn R. R. Co.*, (38 N. Y., 455, 449,) and *Draw vs. Sixth Ave. R. R. Co.*, (26 N. Y., 49,) where it was held not as a matter of law negligent in the parent to send a child of the age of eight years to school without an attendant. The third and fourth requests to charge were fully covered by the charge as given and the refusal of the judge was to charge otherwise than he had already charged. He had fully presented and submitted to the jury the questions of the negligence of the defendant and of the negligence of the parents of the deceased, and the grounds upon which negligence was sought to be imputed to them, and had instructed the jury that if they found either of those questions in favor of the defendant, they must rendered a verdict for the defendant. A refusal to repeat these instructions was not error.

The first request to charge, viz: that to entitle the plaintiff to recover, the jury must be convinced by the proofs that the deceased was guilty of no negligence which contributed to the injury, and also that the defendant was guilty of such negligence, was properly refused. This request related to the personal conduct of the deceased child. The controversy on the trial was as to the alleged negligence of the parents. If the child exercised proper care and the injury was caused wholly by the negligence of the driver, the defendant was clearly liable without regard to the question whether it was negligent in the parents to let the child go out as it did. In the case supposed the negligence of the parents, if it existed, would have been too remote to be regarded as contributing to the injury. But if the parents, or the attendant of the child, were guilty of no negligence and the defendant was, want of care or personal negligence on the part of the child would not, under the circumstances of this case, absolve the defendant from liability. The child was only three years and two months old, and clearly within the adjudged cases in which infants have been held not *sui juris*, or not responsible for their own conduct, but only through their custodians; and this incapacity was obvious, and apparent to the driver. All the cases in which the negligence of parents or custodians of infants not *sui juris* is held to preclude a recovery by such infants or the representatives necessarily assumed that the conduct was such as would, in the case of a person *sui juris* have amounted to contributory negligence, and hold that the negligence of the parent or custodian, but not the personal conduct of the

infant, constitutes the bar. The law in such cases makes the infant responsible through others. The conduct of the infant may have an important bearing on the question of the defendant's negligence, but when the latter is clearly negligent, contributory personal negligence on the part of an infant obviously not *sui juris* cannot be alleged, unless negligence on the part of his guardian or custodian has brought about the situation, or in some manner contributed to the injury.

This element was not embraced in the request, and it would, therefore, have been erroneous to charge it in the form in which it was made.

If the child had been old enough to be regarded as *sui juris*, then his negligence would have been a bar without reference to that of his parents.

The only exception to the charge was to the instruction that when the driver saw the children, half a block off, his duty was to keep watch of them to prevent running over them. The judge afterwards modified this by stating that it was for the jury to say how far it was the duty of the driver to have kept watch of them, and whether his not doing so was negligence. We do not think the instruction as thus modified erroneous.

The judgment should be affirmed with costs.

Judgment affirmed.

Finances of Massachusetts.

The following is an extract from the address of Gov. Washburn to the Legislature:

While disaster has seriously, though temporarily crippled and embarrassed many of the industrial and commercial interest of the Commonwealth, her public finances exhibit gratifying evidence of thrift and security. Under the wise and provident policy of the State—creating ample sinking funds for the liquidation of every maturing installment of the public debt—more than three millions of the funded liabilities have been extinguished during the past year, without recourse to ordinary revenue, taxation or temporary loans. The amount thus retired included upward of two and a half millions of the Massachusetts 5-20 War Fund Loan not absolutely maturing till 1886, but which the surplus accumulation of the sinking fund established for its payment, rendered it advisable to anticipate. With an addition of more than a million to the Troy and Greenfield Railroad and Hoosac Tunnel Loan, by a further issue of scrip on that account there still remains a net reduction of the funded debt of the Commonwealth amounting to nearly two millions of dollars. The appended statement exhibits the transactions of the year in this connection:

Funded debt January 1, 1872.....	\$29,629,364
Amounts liquidated during the year:	
Massachusetts War Fund loan.....	\$2,551,500
Union Fund loan, 1861.....	363,700
State Almshouse loan.....	100,000
Loan of 1861 (funding debt).....	100,000
	<hr/> 3,115,200
Balance remaining.....	\$26,514,164
Added during the year on account of the Troy and Greenfield Railroad and Hoosac Tunnel loan.....	1,178,540
Total.....	<hr/> \$27,692,704
With these changes the existing debt, all of which is funded, may be thus classified:	
Railroad loans.....	\$18,303,016
War loans.....	13,159,688
Ordinary loans.....	870,000
Funded debt.....	<hr/> \$27,692,704
The only unfunded liabilities remaining consist	

of small sums, for the payment of which the treasury is amply provided.

With the extinguishment in 1872 of the last installment of the loan of 1861 for funding the public debt, there remain now no funded liabilities for the payment of which the State has not provided a sinking fund; and any deficit likely to occur in one or two of these funds can be easily supplied, either by transfer of surplus accumulations or from other available resources.

During the present year \$425,000 more of the funded debt will reach maturity, viz: of the Union Fund loan, \$300,000; State House Enlargement loan, \$65,000; and Almshouse loan, \$60,000—all of which will be paid from their several sinking funds.

Accepting the results of the past year as a basis of judgment for the present, the ordinary revenues of the State may be estimated at \$2,300,000.

Adding to this sum the unexpended cash on the same account, will put the treasury in possession of something like \$2,900,000.

The ordinary expenses of the year, estimated upon present information, can scarcely be less than \$4,420,000.

With the material reduction of ordinary revenues under the repealing legislation of 1872, the amount necessary to be raised by a State tax may not be less than two millions of dollars, exclusive of any provision for temporary emergencies or special grants by the present Legislature.

Finances of Maine.

The financial condition of the State, as appears by the report of the State treasurer, is highly satisfactory.

The receipts for the past year have been.....\$1,334,859 98
Disbursements.....1,147,544 41
Debt January 1, 1873.....\$7,187,900 00
Sinking fund in the treasury.....1,020,247 00

Debt, deducting sinking fund.....\$6,167,653 00
Cash in treasury above immediate liability.....180,000 00

Debt, deducting sinking fund and cash in treasury.....\$5,987,653 00
Sinking fund January 1, 1872.....\$798,295 00
" " " 1873.....1,020,247 00

Increase of sinking fund in 1872.... \$221,952 00
Trust funds held by the State exclusive of sinking fund.....\$789,078 00

The following is a statement of the public debt January 1, 1873:—

Due in 1873.....	\$50,000
" 1874.....	50,000
" 1875.....	30,000
" 1876.....	60,000
" 1877.....	51,000
" 1878.....	30,000
" 1880 (bounty loan).....	475,000
" 1883 (war loan).....	525,000
" 1889 " ".....	2,882,500
" 1889 (municipal war-debt).....	3,084,400

Whole amount of debt.....\$7,187,900

The sinking funds established by acts of 1865 and 1868 are rapidly accumulating, and will be amply sufficient to meet the debt as it matures.

Exclusive of the mill tax, the State tax of 1872 was reduced fifty or sixty thousand dollars from the previous year. The taxpayers will now be glad to learn that in the opinion of the treasurer, if there are no extraordinary appropriations made by this legislature, the State tax for the year 1873 can be reduced to five mills on a dollar, being a reduction of \$170,000 from the State tax of 1872.

The vote authorizing the city of Cincinnati to issue one million and a quarter in bonds to aid the Cincinnati and Chesapeake railroad was carried by nearly 7,000 majority, being over a thousand above the necessary two-thirds required by law.

The last rail of the Paris and Decatur railroad, and also the Chicago and Southeastern, known as the Mattoon, Sullivan and Decatur railroad, was laid on the 20th ult. These two roads form a junction at Mount Zion, ten miles southeast of Decatur, and run into that city, via the Illinois Central track.

For Sale—New Locomotives.

Soft coal burner, 4 ft. 8½ in. gauge, Cylinders 15×22, four 4½ ft. Drivers. Rogers Locomotive and Machine Works, Builders. Has swing truck, and all latest improvements. Been run three months only, and in perfect order. Address

A. W. GREIG, Sup't,
Litchfield, Conn.

Jan. 6th, 1873.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 6, 1873.

A DIVIDEND OF FIVE PER CENT. HAS been declared by this Company, payable on the 1st day of February next, to the holders of full paid shares, registered at the close of the 16th day of January instant, after which and until the 5th day of February next, the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

SECOND MORTGAGE 7 PER CENT. BONDS SOUTH CAROLINA RAILROAD COMPANY.

The South Carolina Railroad Company having created a Second Mortgage, amounting to

THREE MILLION DOLLARS, for the purpose of retiring all its floating obligations and arranging its non-mortgage bonds, and the bonds authorized to be issued under said mortgage having been duly executed, they are now offered for sale at this office at

75 PER CENT.

Payment will be accepted as follows, viz:

Two-Thirds of the purchase money will be received in the 7 per cent. non-mortgage bonds of the Company at 75 per cent.; balance in cash.

The value of this security now offered entitles it to VERY HIGH CONSIDERATION. The mortgage covers the entire property of the Company, embracing 242 miles of first-class road abundantly equipped with locomotives and cars in fine condition, and all the appurtenances of a first-class Railroad --- the first mortgage being only \$3,000,000.

The business of the Road for the present year is estimated at about

\$1,400,000

gross, and its net revenue at over \$550,000. Its present prospects furnish ample ground for very satisfactory anticipations of future earnings.

The Bonds bear date October 1st, and have attached coupons for 7 per cent. per annum interest, payable in April and October, in the City of New York.

After the 31st December inst. the price of the bonds will be 75 per cent., and accrued interest.

J. T. WELSMAN,
CHARLESTON, S. C. Dec. 6. Treasurer.

The undersigned agent for the sale and exchange of the above Bonds, can be found at the Fourth National Bank, in this city.

JOHN C. COCHRAN.
New York, Dec. 18, 1872.

Board of Engineers of the Fourth Avenue Improvement.

Office Grand Central Depot.

NEW YORK, January 2d, 1873.

NOTICE.

THE PROPOSALS FOR WORK BETWEEN 49th Street and 79th Street, not being satisfactory to this Board, proposals for the same will again be received by the undersigned until 2 o'clock P. M. of Monday the 13th inst.

No offer will be considered unless the bond attached to the printed proposal be properly executed.

ALLAN CAMPBELL,
A. W. CRAVEN,
EDW. H. TRACY,
J. C. BUCKOUT,

Board of
Engineers
4th Avenue
Improvement.

Asbestos Felting.

FOR STEAM BOILERS, PIPES, &c.

Saves 25@40 per cent. in fuel.
The best in use.—Durable and economical.
For Circulars and prices address

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Gen'l Ag'ts Asbestos Felting Co. of N. Y.
P. O. Box 4870. 78 1-2 PINE ST., N. Y.

FOR SALE.

1,500 Tons Foreign Steel Rail, approved Brands, in Yard.
Dec. 18, 1872.

GEO. T. M. DAVIS,
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NEW YORK.

HEYERDAHL, SCHÖNBERG & CO.

31 Pine Street,
NEW-YORK.

10 Cornhill, E. C.
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STEEL AND IRON RAILS.

Sole Agents in the United States for

SAMUEL FOX & CO'S
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RAILROAD SECURITIES NEGOTIATED.

DREDGING MACHINES AND SCOWS

FOR SALE.

One (Osgood Pattern) Second Hand. Price \$10,000.

One, Almost New. Price \$22,000.

Two Large Dumping Scows, \$3,500 Each.

Apply to

A. W. LADD,
5 and 7 Dey Street.

FOG SIGNALS,

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ALARM TORPEDOES.

ALWAYS RELIABLE.

W. BAILEY LANG & CO.,

54 CLIFF STREET, NEW YORK,

No. 9 LIBERTY SQUARE, BOSTON.

A. W. LADD,**NO. 5 DEY STREET, NEW YORK,**

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

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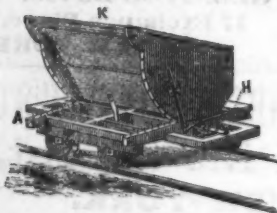
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Fig. No. 1, Car Loaded.

(Used by the
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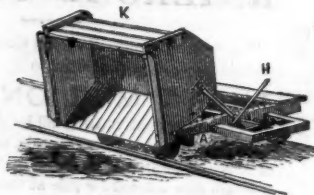
N. H. CAMP,

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the stop from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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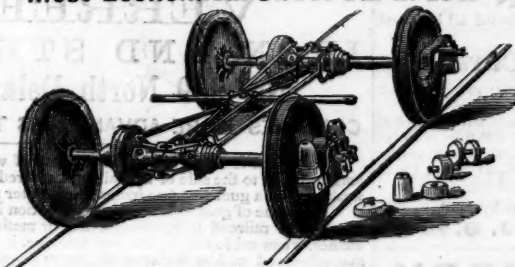
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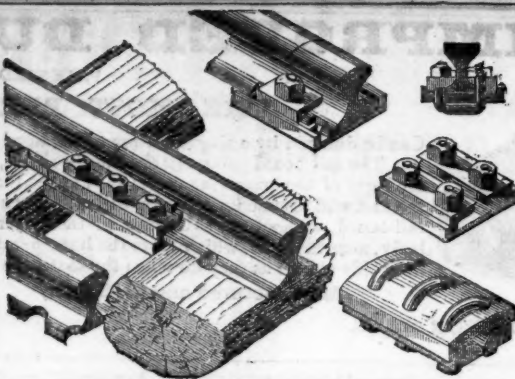
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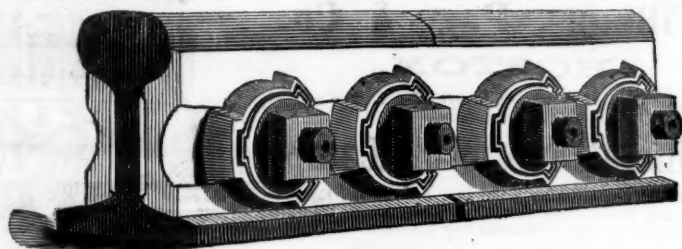
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

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